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# **CITY AND COUNTY OF SAN FRANCISCO**

## **REPORT OF THE OBLIGATIONS AS TO THE USE OF STREETS UNDER FRANCHISES AND PERMITS**

(in accordance with Ordinance 1892 (Series of 1939) passed by  
the Board of Supervisors and approved Dec. 15, 1942)

### **VOL. I STREET RAILWAYS Part I---MARKET STREET RAILWAY COMPANY Part II---CALIFORNIA STREET CABLE RAILROAD COMPANY**

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**Prepared by  
JOHN J. CASEY  
CITY ENGINEER**

**Approved by  
H. C. VENSANO  
DIRECTOR, DEPARTMENT OF PUBLIC WORKS**

**Submitted to  
T. A. BROOKS  
CHIEF ADMINISTRATIVE OFFICER**

**December 31, 1943**





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# OBLIGATIONS AND CONDITION OF STREETS USED SURVEY

## MARKET STREET RAILWAY COMPANY

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MARKET STREET RAILWAY COMPANY  
OBLIGATIONS AND CONDITION OF STREETS WORK SURVEY

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# CITY AND COUNTY OF SAN FRANCISCO

## DEPARTMENT OF PUBLIC WORKS

### BUREAU OF ENGINEERING

ADDRESS ALL COMMUNICATIONS TO THE  
CITY ENGINEER

IN YOUR REPLY, REFER TO FILE:

Report  
of  
Obligations as to Use of Streets  
Under  
Franchises and Permits

Mr. H. C. Vensano, Director  
Department of Public Works  
City and County of San Francisco  
City Hall

Dear Sir:

Herewith, I submit a "Report of the Obligations as to Use of Streets under Franchises and Permits" in San Francisco by the privately owned street railway companies, the steam railroads and other corporations, firms and individuals and also the condition of the streets used by them found from a field survey as of December 31, 1943.

This report is submitted in accordance with Ordinance No. 1892 (Series of 1939) of the Board of Supervisors approved December 5, 1942.

Section 1 of Ordinance No. 1892 reads:

"-- does hereby confer upon the Chief Administrative Officer of the City and County of San Francisco the power and authority to examine all and singular the provisions, covenants and obligations contained in the several franchises and permits heretofore and which may hereafter be issued or granted to any person, firm or corporation for the conduct of any business or calling which the Board of Supervisors has jurisdiction or control, or for the use and/or occupation of any public street, way, or place in so far as said provisions, covenants, and obligations contained in said franchises and permits pertain to or affect public streets, traffic, health, and safety and, commencing July 1, 1941, it shall be the duty of the Chief Administrative Officer to file a quarterly report with the Board of Supervisors showing in detail the manner in which the holders of said franchises or permits are complying or failing to comply with the provisions, covenants, and obligations contained in or imposed by said franchises or permits."





Page #2.  
Mr. H. C. Vensano

During the year 1943, in accordance with Resolution No. 1892 (Series of 1939), the following reports have been submitted with reference to Street Railways.

Preliminary Report of the Obligations as to the Use of Streets and Condition of Streets Used by the Market Street Railway Company - dated May 1, 1943.

Report of the Obligations as to the Use of Streets and Condition of Streets Used by the Market Street Railway Company - dated June 30, 1943.

Report of the Obligations as to the Use of Streets and Condition of Streets Used by the California Street Cable Railroad Company - dated August 1943.

This report submitted as of December 31, 1943 entitled "Report of the Obligations as to Use of Streets under Franchises and Permits" is in three volumes divided into subjects as follows:

- Vol. I    Part I - Market Street Railway Company.  
          Part II - California Street Cable Railroad Company.
- Vol. II    -            Steam Railroad Companies.
- Vol. III   -            Public Utilities and Various Industries.

I believe you will find these very thorough documents and they should be of permanent value in connection with future consideration of franchise obligations.

Respectfully submitted,

John J. Casey  
City Engineer

During the year 1957, in accordance with the provisions of the Act of 1954 (Public Law 336), the following information was submitted with reference to direct advertising.

Provisionary Report of the Advertiser as to the results of the advertising campaign used by the advertiser during the year 1957 - dated May 1, 1958.  
Report of the Advertiser as to the results of the advertising campaign used by the advertiser during the year 1957 - dated June 30, 1958.  
Report of the Advertiser as to the results of the advertising campaign used by the advertiser during the year 1957 - dated August 1958.  
Report of the Advertiser as to the results of the advertising campaign used by the advertiser during the year 1957 - dated August 1958.

This report submitted as of December 31, 1957, is a report of the Advertiser as to the results of the advertising campaign used by the advertiser during the year 1957, as in these volumes divided into three parts.

Vol. I - General Advertising  
Vol. II - California Advertising  
Vol. III - National Advertising

Vol. IV - National Advertising  
Vol. V - National Advertising  
Vol. VI - National Advertising

I believe you will find these very interesting and that they should be of some value in connection with the advertising of the advertiser.

Very respectfully,  
[Signature]

John A. [Name]  
[Address]

## FOREWORD

This is Volume I of a report on the Obligations as to the "Use of Streets under Franchises and Permits" and also reports the condition of the streets used by the privately owned street railway companies as of December 31, 1943.

Volume I is divided into:

Part I -- Market Street Railway Company.

Part II - California Street Cable Railroad Company.

A report on the Market Street Railway Company was submitted as of June 30, 1943 and one on the California Street Cable Railroad Company as of August 1943, and Volume I of this report brings the above mentioned reports to date.

Field examinations and diagrams were made showing the class of pavement in the track area and adjacent streets, the condition of the track with reference to the pavement, the location of necessary track repairs, and the location and extent of repairs necessary to be made to the pavement. This involved examination of approximately 210 miles of single track of the Market Street Railway Company and 10.65 miles of single track of the California Street.

All franchises, resolutions, ordinances and permits were examined and all information pertinent to the matter under investigation listed in its proper place. This phase of the investigation required a great deal of time and research.

Compilations were made of the minimum amount of work necessary to be done by the street railway companies to fulfill their obligations to keep the street areas occupied by the Companies in repair and the estimated cost of doing the work.

In the study of the franchises of the Market Street Railway Company, some legal questions have arisen in connection with the interpretation of certain of the franchises and permits and the certainties caused thereby have been noted herein without obtaining legal rulings thereon from the City Attorney. The various City Attorneys have at different times written opinions on general and specific questions and these have been made a part of this report.

The work was under the supervision of Assistant City Engineer, Sherman P. Duckel.

This is Volume 1 of a series of two parts. The first part is the "Use of the ... and ...". The second part is the "Use of the ... and ...". The third part is the "Use of the ... and ...". The fourth part is the "Use of the ... and ...". The fifth part is the "Use of the ... and ...". The sixth part is the "Use of the ... and ...". The seventh part is the "Use of the ... and ...". The eighth part is the "Use of the ... and ...". The ninth part is the "Use of the ... and ...". The tenth part is the "Use of the ... and ...".

Volume 1 is divided into:

Part II - ...

A report on the ... and ...

Field examination and ...

All ...

... were ...

In the study of ...

The work was under the supervision of ...

The following men were actively engaged in this phase of the report:

M. H. Levy, Civil Engineering Designer	- In Charge.
G. F. Stahle, Engineer of Grades	- Compilation of Ordinances, etc.
W. A. Smith, Surveyor's Field Asst.	- Office Work
T. Breslin, Inspector	- Field Work
A. J. Furderer, Inspector	- " "
L. Pope, Inspector	- " "
D. Ryan, Inspector	- " "
T. Keenan, Inspector	- " "

In addition, the following men have been used part time:

W. A. Eggert, Surveyor	- Office Work
E. Gartland, Inspector	- " "

... was actively engaged in the ...  
... of the ...  
... of the ...

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## HISTORICAL

The present Market Street Railway Company was organized and took over the operation of all street railroad lines in San Francisco on April 1, 1921, except those operated by the Municipal Railway and the California Street Cable Railroad Company, and has a long line of predecessors.

The first transportation facilities in San Francisco started with the omnibus line (Yellow Line) in 1852 operated by Crumm and Bowman between the Post Office at Kearny and Clay Sts., via Kearny, Third, and Mission Streets to the Mission Dolores (Dolores and 16th Streets).

The first street railroad in San Francisco was incorporated by virtue of a franchise granted in 1857 to Thomas Hayes by the State Legislature. In 1860 tracks were constructed on Market Street from California Street to Mission Dolores (Dolores and 16th Streets). The line was at first steam-operated but this was later abandoned for horse car service.

The Sutter Street Railroad Company commenced operations in 1865 with horse-drawn cars which were changed to cable-operated lines in 1876, although horse-drawn cars utilizing the rear section of the two-section cable car were operated on Market Street until after the fire of 1906.

The first cable line was put in operation in 1872 on Clay Street and was an invention by a San Franciscan, namely Benjamin H. Brooks, an attorney, and perfected by Andrew S. Hallidie who is generally credited for the invention of this style of transportation. This method was rapidly adopted, not only in San Francisco, but throughout the United States. The cable system of transportation was devised to meet local hilly conditions and is still used here and elsewhere where electric cars are not able to negotiate the grades.

The Market Street Cable Railway Company was granted franchises in 1879 with lines on Market Street, Valencia Street, McAllister Street, Hayes Street, and Haight Street. The first of these was completed in 1883.

The first electric line in San Francisco was the San Francisco and San Mateo Railroad Company which started operations in 1891 and ran from Steuart and Market Streets via Steuart Street, Harrison Street, Fourteenth Street, Guerrero Street and San Jose Avenue to the County Line.

A trackless trolley line started operation on October 5, 1935 running from Harrison and Third Streets, via Harrison Street,

The proposed Pacific Electric Railway Company was organized and took over the operation of all streetcar lines in Los Angeles and Orange counties. The company was organized in 1901 and was the first to operate a line between Los Angeles and Orange. It has a long line of tracks and has a long line of tracks.

The first transportation facilities in Los Angeles were established with the streetcar lines (which later became the Los Angeles Railway) and the Pacific Electric Railway. The first line was established in 1901 and was the first to operate a line between Los Angeles and Orange. It has a long line of tracks and has a long line of tracks.

The first streetcar line in Los Angeles was established in 1901 and was the first to operate a line between Los Angeles and Orange. It has a long line of tracks and has a long line of tracks. The first line was established in 1901 and was the first to operate a line between Los Angeles and Orange. It has a long line of tracks and has a long line of tracks.

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Eighteenth Street, Clayton Street, and Waller Street to Golden Gate Park, replacing an electric street car line.

Buses are replacing electric lines and cable lines in various parts of the City, but the development of buses and the obtaining them has been retarded due to the war, and time alone will tell if buses can eventually replace the cable cars in San Francisco.

It can be seen from this brief history that the development of transportation facilities in San Francisco has kept abreast of the art, but as in all other cities of its size, the system has not kept abreast of the needs of the community.

### FRANCHISES

Previous to 1870, all franchises for street railways were granted by the State Legislature.

An Act of the State Legislature in 1870 gave cities the power to grant franchises to horse railways for periods of 25 years.

A new State Constitution was adopted in 1880 and just previous to this date - that is in 1879 - practically all companies had their franchises extended to 50 years from 1879 and this is the reason for so many of the franchises in San Francisco expiring in 1929.

From 1880 to 1900 franchises which were granted by the City were in accordance with the general laws of the State which were for 50 years and referred in general to Sections 498, 499, 500, 502 and 503 of the Civil Code. (The sections are included in the report).

In 1900 a new City Charter was adopted which declared for ultimate City ownership and forbade granting exclusive franchises.

In 1902 amendments were passed limiting the term of a franchise to 25 years and that "fixed property" in the streets should revert to the City on expiration of the franchises.

Very few franchises were granted after 1890.

City Park, replacing an electric street car line.

## TRANSFER OF FRANCHISES

The Market Street Railway Company, a predecessor of the present one, was incorporated October 11, 1893 and took over the following companies:

Market Street Cable Railway Company  
Market Street and Fairmount Railway Company  
City Railroad Company  
Potrero and Bay View Railroad Company  
Southern Heights and Visitacion Railway Company  
Park and Ocean Railroad Company  
Ocean Beach Railway Company  
Central Railroad Company  
The Omnibus Cable Company  
The North Beach and Mission Railway Company  
Metropolitan Railway Company  
Ferries and Cliff Railway Company

These companies had previously taken over the franchises granted to groups of individuals such as:

W. H. Martin, John Ballard, W. J. Adams et al  
Leland Stanford, Collis P. Huntington and Charles Crocker  
Leland Stanford, D. C. Mills, Lloyd Tevis and Isaac Wormser  
Alexander R. Baldwin, A. S. Hallidie, James Moffatt et al  
A. W. Rose, Jr. and Associates  
Henry Moffatt, J. B. Reinstein and M. Eisner  
J. W. Hartzell, Behrend Joost, W. F. Thomas  
Irwin C. Stump, Abner Doble, W. R. Hearst et al  
and other corporations such as:  
Clay Street Hill Railroad Company of San Francisco  
Bay Shore and South San Francisco Street Railway Company  
San Francisco Syndicate and Trust Company

This left the San Mateo, Sutter, California, and Union Street lines still operating independently.

In 1895 Adolph Sutro built a line via California and Clement Streets from the end of the Sutter Street line to the beach. The Sutter Street Railway later took over this line.

The United Railroads of San Francisco was incorporated March 4, 1902, taking over the properties of the Market Street Railway Company, the San Francisco and San Mateo Electric Railroad Company, the Sutter Street Railway Company, Sutro Railroad Company, and later the Gough Street Railroad Company (franchise granted June 14, 1910) thus combining 229 miles of lines under one management.





There were then left three independent lines, which were as follows:

California Street Cable Railroad Company  
Presidio and Ferries Railroad Company  
Geary Street, Park and Ocean Railroad Company

The franchise of the last named Company expired in 1903.

On April 1, 1921, the Market Street Railroad Company was reorganized for refinancing, and took over the United Railroads of San Francisco, and the cars of the San Francisco Electric Railways. The Gough Street Railroad Company acquired the rights of way, tracks, and distribution system of the San Francisco Railways. The Market Street Railway then acquired the physical properties of the Gough Street Railroad Company.

#### OPERATING PERMITS

A Charter Amendment adding Sections 6a and 6b to Chapter II, Article II of the Charter of the City and County of San Francisco was voted in 1930 and is now known as Sections 131 and 132 of the Charter:

Section 131. Any person, firm or corporation operating a street railway in the City and County of San Francisco may, at any time within twelve months after this section takes effect, make and file with the Clerk of the Board of Supervisors ....., a written declaration of surrender to the City and County of San Francisco, of all rights, franchises, privileges, permits or resolutions theretofore granted to or held by declarant, or its predecessors in interest, to operate said street railway under said rights..... over the streets, avenues and highways in the City and County of San Francisco set forth in said declaration of surrender, and in consideration and by reason thereof, declarant shall, upon making and filing such declaration of surrender as aforesaid, immediately and automatically ....., have and hold, in place thereof, an operating permit from the City and County giving and granting unto such declarant, its successors, or assigns, the right, until such permit is revoked in the manner hereinafter set forth, to operate its cars by means of overhead electric system, by cables running under the ground and moved by stationary engines, electric motor or such other means as the law may permit, and buses, over the streets and highways of the City and County, set forth and enumerated in said declaration of surrender, whether under then existing franchises, or otherwise, and to conduct ..... same railway business theretofore conducted therein by said declarant and, for that purpose, to have the use of streets .... and of the

The franchise of the last named Company expired in 1907.

same or like tracks, roadbeds, and other structures and rights of way therein, but upon all the terms and conditions contained in the rights, franchises ..... existing as of February 15, 1929 and in the orders, resolutions and ordinances referred to in such declaration of surrender except that the term or conditions as to the period of duration of any right, franchise, privilege, permit or resolution applicable to any operating permit or any right thereunder, shall be for twenty five years from the date of filing of the declaration of surrender by declarant. Said permit shall apply only to streets ..... over which the declarant operated its railway during the year 1930.

Provisions shall not apply to franchises granted under:

Ordinance No. 288 (New Series) approved Oct. 17, 1907; Ordinance No. 425 (New Series) approved May 12, 1908, known as the Parkside franchise; Ordinance No. 1196 (New Series) approved June 14, 1910, known as the Gough Street franchise; Ordinance No. 1460 (New Series) approved Jan. 23, 1911, known as the Parnassus and Ninth Avenue franchise; Order No. 1532 approved Nov. 28, 1879 for operation on Howard St., from Steuart to 26th Sts.; Order No. 1890 approved Dec. 27, 1886 for operation on Post St., from Market to Leavenworth Sts.

Every permit ..... shall be for period of twenty five years, and shall be subject to right of City and County at any time to acquire and possess the operative property of holder of said permit upon paying the fair value therefor, hereinafter referred to as compensation (method of arranging for value is shown in same paragraph).

Section 132. The Board of Supervisors shall have power to grant by ordinance to any holder of a permit, secured as provided in Section 131, supplemental permits authorizing such holder, its successors or assigns, to construct and operate in conjunction with existing lines, over or under any streets ....., an extension of an existing street railway or bus line ..... subject to the same terms and conditions under which said line, from which it is proposed to make the extension, is operated. Every supplemental permit expires concurrently with the permits granted upon filing of the declaration of surrender. No line of street railway .... operated under authority of any permit, shall be abandoned .... unless Board of Supervisors, upon receiving a petition, shall authorize by ordinance.

In accordance with the above Sections 131 and 132 of the Charter, the Market Street Railway Company surrendered its franchises and received an operating permit dated Feb. 9, 1931 and running for a period of twenty five years. (Copy of the Declaration of Surrender and Operating Permit is included in this report).



## BUS PERMITS

Numerous bus permits have been issued by the Board of Supervisors for lines replacing street car service and some as alternates for street car service. Originally the permits were based on two ordinances:

ORDINANCE NO. 280 (Series of 1939) approved Sept. 7, 1939 specifying that should company cease to operate street cars ... the company shall within a reasonable time remove the rails and repave that portion of the streets occupied by said rails.

ORDINANCE NO. 510 (Series of 1939) approved Feb. 28, 1940 specifying that should company at any time cease to operate cars... the company shall within three years from time of abandonment remove the rails, ties, and overhead trolley wire from said street and repave that portion of the street occupied by said rails and ties.

Since then, ordinances have been passed, each one having a special requirement as to obligations with respect to the abandoned track.

### AGREEMENTS BETWEEN MARKET ST. RY. CO. and CITY AND COUNTY

ORDINANCE NO. 1575 (Series of 1939) provided for an agreement between the Works Projects Administration, the Company, and the City and County of San Francisco whereby the Federal Government would pay the expense of removing and salvaging the steel rails, the Company and City contribute toward the cost of repaving, and the Company was to do a certain amount of track and pavement reconstruction as specified. Some work was done under this agreement, but it is now null and void due to cessation of activities of the Works Projects Administration before completion of the project.

ORDINANCE NO. 2374 approved Sept. 24, 1943 is an agreement between the Market Street Railway Company and the City and County of San Francisco for the removal of tracks on certain of the streets previously specified in Ordinance No. 1575 and terminates the agreement under Ordinance No. 1575. Estimated salvage of materials is valued at \$21,760.00 and the removal cost including, inspection estimated at \$2,630.00, is not to exceed \$90,000.00 after allowance for the salvage. The Company is to pay \$45,000.00 and an accounting is to be made upon completion of the contract and the Company given any rebate to which it is entitled. The







Company in addition to its regular maintenance work is to do work in the amount of \$73,776.00 on streets as specified in Exhibit "B" of this ordinance. Work on items in Exhibit "B" shall commence within 30 days of certification of contract for removal of rails and shall be completed within 2 years from date of certification of said contract.

Bids were received by the Director of the Department of Public Works on Nov. 24, 1943, the lowest being in the amount of \$113,225.24 which plus inspection amounted to \$115,855.24 instead of the estimated amount of \$90,000.00 as stated in Ordinance No. 2374.

Negotiations were started with the Market Street Railway Company to obtain additional money from them and the Company agreed. The Board of Supervisors passed Resolution No. 3740 (Series of 1939) approved Dec. 9, 1943 extending the time in which the Director of Public Works could award the contract until and including the 12th day of January 1944. This additional time is necessary so as to amend Ordinance No. 2374 and to set aside additional money to cover the additional contribution of the City.

Bills No. 2681 and 2682 were introduced in the Board of Supervisors on Dec. 20, 1943 and passed for second reading. Bill 2681 amends Sect. 2 and 14 of Ordinance No. 2374, changing \$90,000.00 to read \$115,855.24 and Bill No. 2682 appropriates \$12,927.62 in addition to the amount based on a cost of \$90,000.00.

The bills have not been finally passed at the time of this report. Accordingly in this report mention is made of Ordinance No. 2374 in the various keys where it applies but is not credited as regards the work necessary to be done.

Ordinary in addition to the regular maintenance work is to be  
done in the amount of \$73,776.00 on streets as specified in Exhibit  
"A" of this ordinance. Work on items in Exhibit "B" shall  
be done within 30 days of completion of contract for the work  
itself and shall be completed within 3 years from date of completion  
of said contract.

Bills were received by the Director of the Department of  
Public Works on Nov. 24, 1943. The amount due for the amount  
of \$25,265.94 which plus interest amounted to \$27,724.12. The  
estimated amount of \$90,000.00 as stated in the ordinance.

Ordinance No. 2581 was introduced in the Board of  
Supervisors to obtain additional money from the City  
treasury. The Board of Supervisors passed Ordinance No. 2581  
(Ordinance of 1943) approved Dec. 9, 1943 according to the law  
which the Director of Public Works could forward the contract until  
and including the 15th day of January, 1944. This contract was  
it necessary as per the ordinance No. 2581 and to be completed  
additional money to cover the additional contract in the 1943.

Bills No. 2581 and 2582 were introduced in the Board of  
Supervisors on Dec. 20, 1943 and passed on the 22nd day. Bill  
No. 2581 amended Sect. 2 and 1 of Ordinance No. 2577 concerning  
\$10,000.00 to read \$15,855.00 and Bill No. 2582 amended  
\$15,855.00 in addition to the amount passed in Ordinance No. 2581.

The bills have not been finally passed at the time of this  
report. Accordingly in this report mention is made of Ordinance  
No. 2581 in the Western Key where it applies but the ordinance  
is not the work necessary to be done.

SECTION OF CIVIL CODE OF CALIFORNIA (TITLES III & IV,  
PART IV) APPLYING TO STREET RAILWAY FRANCHISES PREVIOUS  
TO CHARTER OF SAN FRANCISCO WHICH TOOK EFFECT JAN.8,1900.

SECTION 492

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations, and upon such terms and payment of license tax as the county, city and county, city or town authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city, or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a petition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section Statutes 1895, 242.)

SECTION 497

Authority to lay railroad tracks through the streets and public highways of any incorporated city or town may be obtained for a term of years, not exceeding fifty, from the Trustees, Council or other body to whom is intrusted the government of the city or town, under such restrictions and limitations, and upon such terms, and payment of license tax, as the city or town authority may provide. In no case must permission be granted to propel cars upon such tracks otherwise than by electricity, horses, mules, or by wire ropes running under the streets and moved by stationary engines, unless for special reasons in this title hereinafter mentioned; provided, however, that such Board or body in granting the right, or at any time after the same is granted, to use electricity or any other of said modes, shall have power to impose such terms, restrictions and limitations as to the use of streets and the construction and mode of operating such electric and other roads as may by such Board or body, be deemed for the public safety or welfare (as amended February 25, 1891, Statutes 1891, Page 12).



## SECTION 498

The city or town authorities in granting the right of way to street railroad corporations, in addition to the restrictions which they are authorized to impose, must require a strict compliance with the following conditions, except in the cases of prismoidal or other elevated railways. In such cases said railway shall be required to be constructed in such manner as will present the least obstruction to the freedom of the streets on which it may be erected when allowed by the granting power.

First: To construct their tracks on those portions of streets designated in the ordinance granting the right, which must be as nearly as possible in the middle thereof.

Second: To plank, pave, or macadamize the entire length of the street used by their track between the rails and for two feet on each side thereof and between the tracks if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings. (This section was repealed in 1921 but applies to franchises granted previous to this.) City Attorney's Opinion April 29, 1926 to Board of Supervisors.

Third: That the tracks must not be more than five feet wide within the rails and must have a space between them sufficient to allow the cars to pass each other freely.

## SECTION 499

Two lines of street railway, operated under different management, may be permitted to use the same street; each paying an equal portion for the construction of the tracks and appurtenances used by said railways jointly; but in no case must two lines of street railway operated under different management occupy and use the same street or tracks for a distance of more than five blocks consecutively.

...way to street railroad crossings, in addition to the ...  
...violations which they are authorized to impose, and to ...  
...a complaint with the following conditions: ...  
...the cases of potential or other delayed violations. In ...  
...cases said railway shall be required to be completed in ...  
...as will prevent the least delay in the ...  
...the streets on which it may be crossed when allowed by the ...

First: To construct their tracks on those portions of the ...  
...situated in the business portion of the city, which shall be ...  
...as nearly as possible in the middle of the street.

Second: To place their tracks, or to have the same placed, ...  
...the street used by them, between the rails and the ...  
...the street between the tracks and the ...  
...one, and to keep the same constantly in repair. ...  
...with the street and with the sidewalks. (This section ...  
...in 1904 but was not ...  
...this) City Engineer's Office April 10, 1904.

Third: That the tracks may not be more than five feet ...  
...the width of the rails and must have a space between them and ...  
...to allow the cars to pass each other easily.

Two lines of street railway, operated under city ...  
...may be permitted to use the same ...  
...on several points for the improvement of the ...  
...and no license need be taken by the city, but it is ...  
...two lines of street railway operated under ...  
...and use the same street or ...  
...distance of more than 100 feet apart.



#### SECTION 500

Any proposed railroad track may be permitted to cross any track already constructed, the crossing being made as provided in chapter 11, title 111 of this part. In laying down the track and preparing therefor, not more than one block must be obstructed at any one time, nor for a longer period than ten working days.

#### SECTION 502

Work to construct the railroad must be commenced within one year from the date of the ordinance granting the right of way and the filing of articles of incorporation and the same shall be completed within three years thereafter. A failure to comply with these provisions works the forfeiture of the right of way as well as the franchise, unless the uncompleted portion is abandoned by the corporation with the consent of the authorities granting the right of way. Such abandonment and consent to be in writing (Section 502 was amended in 1895 by providing that extension of time of construction could be granted).

#### SECTION 503

Cities and towns in or through which street railroads run may make such further regulations for the government of such street railroads as may be necessary to a full enjoyment of the franchise and the enforcement of the provisions provided herein.



CHAPTER X - Article 12 - STREET RAILWAY  
Sec. 595 Paving between tracks - Maintenance

It shall be unlawful for any person, company or corporation, owning and operating any street railway within the City and County of San Francisco to pave that portion of the streets contiguous to the tracks thereof which such person, company or corporation is by law required to pave and keep in repair in any other manner than that prescribed in this Article, and such person, company or corporation is hereby required to pave such portion of the street in the manner following, to-wit:

The portion of the street between the rails of the track of such street railway (or tracks if there be more than one (1) track) and the space between such tracks, if there be more than one (1) track, and all that portion of the street which the person, company or corporation owning such street railway is by law required to pave and keep in repair, shall be paved with the same kind of material and in the same manner as the contiguous portion of the street was paved, and to conform to the pavement on the contiguous portion of the street; provided that the portion of the street for a space of eight (8) inches on each side of each rail of such track or tracks, and contiguous thereto, shall be paved with basalt blocks, and, provided further, that the Board of Supervisors of the City and County of San Francisco, may, whenever it deems proper, grant such person, company or corporation special permission to use such paving material to pave or keep in repair such streets as the Board may determine.



## CLAUSES FROM FRANCHISES

### CLAUSE A

Whenever it shall be necessary for said railroad company to plank, pave or macadamize its railway tracks as provided in the 498th section of the Civil Code of this state, it shall use the same material which is or may be used by said city and county in respect to the remainder of the street unless otherwise directed or permitted by the Board of Supervisors of said city and county.

### CLAUSE B

1. To construct the tracks of said railroad on those portions of the streets above designated as nearly as possible in the middle thereof.

2. To plank, pave, or macadamize the entire length of the street used by their tracks between the rails and for two feet on each side thereof and between the tracks, if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings.

### CLAUSE C

Wherever any street or part of a street over which this franchise is granted shall be ordered improved or reimproved and the work of improving or reimproving such street shall be let by contract by the Board of Supervisors or other governing body of this city and county, the portion of said street occupied or to be occupied by the track or tracks of the grantee or grantees of this franchise, between the rails, between the tracks laid or to be laid shall be let together with the rest of the street or streets, and the grantees, their successors or assigns shall be held liable from and after the passage and approval of this order of the payment of the cost of said improvement or reimprovement which cost shall be assessed in the proportion for the work done between the rails, between the tracks if there be more than one track, and for two feet on either side of the track or tracks, to the work done upon the entire width of the street, or streets so improved or reimproved and said cost shall be collected in the manner provided for the collection of other street assessments, and shall become a lien upon the roadbed, rolling stock and franchise of said road.





#### CLAUSE D

1. Said grantee its successors or assigns shall, from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street, all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks, between their rails, between their tracks and for two feet on either side of their tracks, and shall whenever directed by the superintendent of public streets, put in good condition those portions of the streets designated in this section.

2. Said grantee, its successors or assigns, shall from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order with the same material as may be in use on the contiguous portion of the street all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks between their rails, between their tracks and for two feet on either side of their tracks, and put in good order and condition those portions of the streets designated in this section whenever directed by the Superintendent of Public Streets and whenever it shall be necessary for said grantee, its successors or assigns to plank, pave, or macadamize those portions of the street on which their railroad tracks are laid, as provided in section 498 of the Civil Code; they shall use the same material which is or may be used by the city and county in respect to the remainder of the streets unless otherwise directed or permitted by said Board of Supervisors.

Article 1

1. This Chapter is intended to regulate the use of the streets and alleys of this city from and after the date of the passage of this act, and to be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be found on the contiguous portion of the street, all that portion of the street or streets over which this Chapter shall extend, within the space bounded by the line of the street between their right-of-way lines, and that on either side of their right-of-way lines, whenever directed by the Board of Public Works, the streets shall be kept in good order.

2. This Chapter shall apply to all streets, from and after the date of the passage of this act, and shall be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be found on the contiguous portion of the street, all that portion of the street or streets over which this Chapter shall extend, within the space bounded by the line of the street between their right-of-way lines, and that on either side of their right-of-way lines, whenever directed by the Board of Public Works, the streets shall be kept in good order.

## CLAUSES FROM BUS PERMITS

### CLAUSE E

Ordinance 280 - Section 5.

Should at any time the Market Street Railway Company cease to operate street cars over and along said streets, the company shall, within a reasonable time, remove the rails from said streets and repave that portion of the streets occupied by said rails.

### CLAUSE F

Ordinance 510 - Section 4.

Should the company at any time cease to operate street cars over and along the streets named, the company shall, within three years from time of abandonment remove the rails, ties, and overhead trolley wires from said streets and repave that portion of the streets occupied by said rails and ties.

EXHIBIT A - 1

1941

1941 - 1942

Should at any time the Board of Directors of the Company decide to acquire shares of its own stock, it is hereby authorized, in the event of such acquisition, to purchase the same in such manner and on such terms as the Board of Directors may deem proper and advisable.

1942

Ordinance No. 1 - Section 1.

Should the Company at any time decide to acquire shares of its own stock, it is hereby authorized, in the event of such acquisition, to purchase the same in such manner and on such terms as the Board of Directors may deem proper and advisable.

## BASIS AND EXPLANATION OF REPORT

### FRANCHISES AND BUS PERMITS

Franchises originally were granted to various individuals and companies, since absorbed by the present Market Street Railway Company, for certain streets to be traversed and conditions specified as to the upkeep of the pavement. Bus permits specify the abandonment of certain street car lines, the removal of rails, the removal of ties in some cases and not in others, the repaving of the rail trench or the whole area if ties are to be removed, and the time in which to complete the work.

### PREVIOUS REPORTS

The report of September 1, 1942 and the preliminary report of May 1, 1943 were based upon key numbers used in an older report of September 1, 1936. A key number is a number used for reference to routes and data sheets, and has no other significance.

Since 1936, some rerouting of street car lines has taken place and a great deal of readjustment of lines has taken place due to inauguration of bus lines and combining of street car and bus facilities.

### FORMAT OF REPORT

In the report of June 30, 1943, new key numbers were set up and the same key numbers are used in this report. The route followed by a street car line or bus line is traced out, and all franchises, orders, resolutions, ordinances, and bus permits, with their paving obligations listed for each street traveled. When two or more lines traverse the same street for a length and then branch off into various streets, one key number will take care of the main street and other key numbers for each line branching off, and other key numbers for each line again branching off.

For example:

Key No. 1 takes care of Market Street from the Ferry to Castro Street; and Castro Street from Market to 18th Streets. Market Street is traversed in various parts by Lines 1, 2, 3, 4, 5, 6, 7, 8, 9, 17, 21, and 31.

Key No. 24 takes care of Haight Street, Stanyan Street, and Lincoln Way. Haight Street is traversed in various parts by Lines 6, 7, and 17.

Key No. 26 takes care of Masonic Avenue, Frederick Street, etc., and is traversed only by Line 6.





Key No. 25 takes care of 20th Avenue from Lincoln Way to Wawona Street and is traversed only by Line 17.

Another example is:

Key No. 10 which takes care of the old Castro Cable Line, Divisadero Street from O'Farrell to Sacramento Streets, and Fillmore from Broadway northerly. This takes parts of old key Nos. 10, 29, and 30. This rearrangement was made as the bus permit sets up the conditions of track removal.

Key No. 18, new, called Emergency Tracks, has been set up, grouping short stretches of streets over which care seldom run as:

8th Street	-	Market to Mission Streets
12th Street	-	Market to Mission Streets
Otis Street	-	South Van Ness Avenue to Mission Street
Oak Street	-	Fillmore to Divisadero Streets
Page Street	-	Fillmore to Divisadero Streets
Polk Street	-	Hayes to Fell Streets

Intersecting streets carrying car lines have the crossings taken care of by listing in the east and west lines north of Market Street, or under the main line in other cases, thereby avoiding the chances of duplication.

#### CROSSING PRORATE

The following is the allocation of crossing maintenance costs proportioned against the Market Street Railway Company in this report for the actual "special work" length:

California	and Sansome	75%
	and Kearny	75%
	and Powell	50%
	and Polk	75%
	and Fillmore	75%
	and Divisadero	75%
	and Presidio Ave. (1	
	track)	75%
Hyde	and Washington	50%
	and Jackson	50%
Jones	and Sutter	75%
	and Turk	75%
	and Eddy	75%
	and Ellis	75%
O'Farrell	and Powell	50%

Where the tracks of the Market Street Railway Company cross the Municipal Railway, no cost is apportioned against the Market St. Railway Company for the actual "special work" length.



## JOINT USE

The agreements between the Market Street Railway Company and the Municipal Railway for joint use of tracks are:

Ocean Ave. - Brighton to Junipero Serra Blvd.; Junipero Serra Blvd. - Ocean Ave. to Sloat Blvd.

Ordinance No. 4719 (New Series) approved Nov. 25, 1918.

Maintenance by Company - City to pay \$100,000 and 7-1/2 cents per car mile for each car operated by Municipal Railway.

Res. of Board of Public Works - 115,689 (2nd Series) November 6, 1931, effective Oct. 1, 1929.

Rate should be raised from 7-1/2 cents to 8 cents per car mile.

Total cost of maintenance estimated to Company (Key No.15).

Market St. - Sansome Street to Ferry Building.

Ordinance No. 2096 approved November 19, 1912.

Sec. 3 - Joint ownership except poles. Each pay one-half of maintenance and so estimated in report of June 30, 1943 (Key No. 2).

Duboce Ave. - Church to Fillmore Streets; Carl St. - West End Duboce Tunnel (east of Cole St.) to Stanyan St.

Res. No. 29305 (New Series) approved July 27, 1928.

Municipal Railway to pay Market Street Railway Company \$550 a year for use of tracks and 7-1/2 cents a car mile.

Res. of Board of Public Works - 115,689 (2nd Series) November 6, 1931, effective Oct. 1, 1929.

Rate should be raised from 7-1/2 cents to 8 cents per car mile.

Embarcadero - Market to Jackson Sts.; Jackson St. - Embarcadero to Columbus Avenue.

Agreement between City and Company. Have not procured a copy at date of this report and will be gone into at a later date. Amount involved is not of a material quantity.

Columbus Ave. - Greenwich to Lombard Sts.

Same status as for Embarcadero-Jackson Street.

Belmont 2001

## BASIS OF ESTIMATE

In the report of 1942 the time for making the report was very short, and inspection parties were sent out in machines to ride slowly over the tracks and estimate visually the amount of track repair and paving that should be done. The work was divided into several classes. Where the track was out of line and level, probably due to rotten ties and broken rails, the estimate was to cover complete reconstruction of track and paving. Where the track was somewhat better, rebalasting was considered and the corresponding repaving. Where rail was low, shimming was estimated with repaving, and in some conditions only repaving or resurfacing was considered necessary.

This method was criticized and it was argued that the City had no right to insist on reconstruction of the trackage even though the requirements of good engineering and operating practice demanded that the track be reconstructed before the paving was placed so as to insure that the replaced pavement would last a reasonable length of time.

It is apparent that this point, from a purely legal viewpoint, was well taken inasmuch as franchises generally state, with regard to pavements, "to keep the same constantly in repair, flush with the street, and with good crossings."

Therefore, in the succeeding reports an effort has been made to estimate only the cost of repair by the simplest and cheapest method which can be used to place the pavement in such shape as to have smooth-riding qualities from the point of view of vehicular traffic and conform with the adjacent pavement. This, of course, will not give a first-class track but will, we believe, give a pavement which will meet franchise conditions. It should be evident, however, that with the movement of street cars over the poor sub-structure of ties and ballast, the paving will not last in shape for any considerable length of time. The maintenance of the track, rails, and ties is an obligation upon the Company so as to give safe transportation.

The estimate is calculated on the assumption of shimming the rails to grade, irrespective of the condition of rails and ties and replace two square feet of asphalt wearing surface and base, for each linear foot of rail, and the low space between rails to be filled in with asphalt wearing surface. This reduces the cost of the work very materially, as asphalt wearing surface and base is estimated at \$.26 per sq.ft., while asphalt wearing surface is estimated at \$.10 per sq. ft.

In the details for the various keys and in the totals, two items, namely "shim rail" and "shim rail minimum" appear. The item "shim rail" is the amount of rail that is actually a shim job, while the "shim rail minimum" is the length of track that should be reconstructed but the cost is figured as shimming and equated as single rail length.





The cases where basalt block paving is in use and in almost all cases it is in a very rough condition, the cost of repaving is based on laying the blocks flat and covering with asphalt wearing surface at an estimated cost of \$.18 per sq. ft.

The replacement of header blocks is not considered, as modern practice is to omit them, and we assume the replacement of the area from which they are removed with the class of pavement being used in the adjacent area.

Where concrete or brick pavement is existent in the contiguous pavements, the replacement is calculated for that class of pavement, as franchises in general state "be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street."

The amount of brick or concrete pavement estimated to be used is very small compared to the amount of asphalt wearing surface and base.

In this report, inspectors were sent into the field who examined the track area in detail and made reports in detail, showing the location and nature of the defects in the track area. These records are too voluminous to be made a part of this report, but the form used is attached hereto and the field records are a part of the office record.

#### BUS PERMIT OBLIGATIONS

The bus permits were originally based on two different conditions, namely:

Ordinance No. 280 (Series of 1939) - Section 5.

"Should Company at any time cease to operate cars ..... the Company shall, within a reasonable time, remove the rails and repave the portion occupied by said rails."

Ordinance No. 510 (Series of 1939) - Section 4.

"Should Company at any time cease to operate cars ..... the Company shall, within three years from time of abandonment, remove the rails, ties, and overhead trolley wires, and repave the streets occupied by said rails and ties."

Various permits have been passed since and carry various periods of time within which to complete the track removal and repaving.

The cases where benefit block payment is in use and in all cases it is in a very rough condition. The fact of this is based on laying the benefit block and covering with benefit material at an estimated cost of \$10 per sq. ft.

The replacement of hard blocks is not considered, as in practice it is so easy to find, and we assume the replacement of the areas from which they are removed with the same of payment.

When concrete or brick payment is required in the case of concrete pavements, the replacement is required for each square foot, as prescribed in general state "The benefit for the same and the amount of replacing and keeping in good order and repair with the material as may be in use on the concrete surface of the street."

The amount of brick or concrete payment estimated to be made is very small compared to the amount of benefit material required.

In this report, inspectors were sent into the field to check the work done in the field and make reports in detail. The location and nature of the defects in the street work, the two volumes to be made a part of this report, but the work done is attached hereto and the field reports are a part of the report.

#### THE NEW YORK CITY DEPARTMENT OF PUBLIC WORKS

The two permits were originally based on the following conditions:

Ordinance No. 250 (Section of 1900) - Section 2. "Should the City of New York be required to remove any material from the street, within a reasonable time, the City shall be liable for the cost of the material removed by the City."

Ordinance No. 250 (Section of 1900) - Section 2. "Should the City of New York be required to remove any material from the street, within a reasonable time, the City shall be liable for the cost of the material removed by the City."

Various permits have been passed since and every year on the part of the City within which the work is done.

Ordinance No. 1575 approved April 16, 1942, covered a joint agreement between Works Projects Administration, City and County, and Company for certain track removals. This program stopped due to cessation of activities of Works Projects Administration and in the estimated cost the work remaining to be done was calculated as an obligation without further consideration of this ordinance.

Ordinance No. 2374 (Series of 1939) approved Sept. 24, 1943 and now being amended is an agreement between the City and County, and the Company for division of the costs of certain track removals, but credit is not given for this anticipated work.

### TRACK REMOVAL COSTS

In removing of rails, it was assumed that one foot of width was sufficient for removing each rail.

Cost of removing rails and repaving trench:

Removing rails, per ft. of single track.....	\$1.08
Repaving - 2 sq.ft. @ \$.26 .....	.52
Cost per ft. of single track.....	<u>\$1.60</u>
Salvage \$16.00 per long ton	

Cost of removing rails and ties, and repaving area:

Removing rails and ties, and bringing to subgrade -	
Per foot of single track .....	\$2.40
Repaving 10 sq. ft. @ \$.26 .....	2.60
Cost per ft. of single track .....	<u>\$5.00</u>
Salvage \$16.00 per long ton	

#### Fillmore Street Hill Line

Cost of removing rails, burning off slot rails,

fill cable trough, per ft. of single track .....	\$2.57
Repaving 475 sq. ft. concrete pavement @ \$.30....	1.43
Cost per ft. of single track .....	<u>\$4.00</u>
Salvage \$16.00 per long ton	

#### Sacramento Street Cable Line

Cost of removing rails, per ft. of single track ...

Resurface asphalt pavement,	
Single track 7.5 sq.ft. @ \$.10 .....	.75
Double track 18 sq.ft. @ \$.10 .....	1.80
Salvage \$16.00 per long ton	

The amount of salvage is based on weight of rails in the streets from data furnished by the Market Street Railway Company.



## TRACK REMOVAL OBLIGATIONS

Key No. 2 - 24th Street - South Van Ness Avenue to Rhode Island Street.

Last car November 5, 1939.

Date of completion of work - Ordinance No. 510 - November 5, 1942.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done as part of Ordinance No. 2374 and is estimated in this report as work to be done.

Key No. 7 - 14th Street - Valencia to Guerrero Streets.

Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reasonable time.

Is part of work to be done as part of Ordinance No. 2374 and is estimated in this report as work to be done.

Guerrero Street and San Jose Avenue, from Guerrero at 14th Street to San Jose Avenue at 30th Street; 30th Street from San Jose Avenue to Dolores Street (south track).

Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reasonable time.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374 and is estimated in this report as work to be done.

Monterey Blvd. - Genessee to Diamond Streets.

Last car April 16, 1942.

Date of completion of work - Ordinance No. 280 - reasonable time.

Is estimated in this report as work to be done.

Key No. 8 - Third Street - Channel to Mariposa Streets.

This stretch of track was to have been removed in connection with the paving of this street. Car service had ceased on this line and is being resumed at the request of the Office of Defense Transportation during the duration of the war. No estimate was made of any work to be done on this section of the line except to relay a strip of basalt block pavement on the viaduct.

San Bruno Ave. - 3rd St. to Arleta Ave.

Last car November 5, 1943.

Date of completion of work - Ordinance No. 510 - Nov. 2, 1943.

Service resumed at request of the Office of Defense Transportation.

Key No. 10 - Castro Street - Hill to Alvarado Streets.

21st Street - 2nd Van Ness Avenue - 1948

1948 - 1949

Date of completion of work - 1948

1948

This was a part of work to be done under contract N. 1948 and was not done. It is now a part of work to be done under contract N. 1948 and is estimated to be done.

1948 - 1949 - 1948 - 1949 - 1948 - 1949

1948 - 1949

Date of completion of work - 1948

1948

is part of work to be done as part of contract N. 1948 and is estimated to be done.

Government Street and Van Ness Avenue, from Government Street to San Jose Avenue at 3rd Street (south track).

From San Jose Avenue to 3rd Street (south track).

1948 - 1949

Date of completion of work - 1948

1948

This was a part of work to be done under contract N. 1948 and was not done. It is now a part of work to be done under contract N. 1948 and is estimated to be done.

Madison Blvd. - Government Street

1948 - 1949

Date of completion of work - 1948

1948

is estimated to be done.

1948 - 1949 - 1948 - 1949 - 1948 - 1949

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Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 - April 5, 1944.

It was estimated in this report as work to be done.

Key No. 10 - Divisadero Street - O'Farrell to Sacramento.

Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 - April 5, 1946.

This was a part of work to be done under Ordinance No. 1575 and not done. It is now a part of work to be done under Ordinance No. 2374., and is totaled in this report as maintenance but also estimated for cost of removing and repaving.

Fillmore St. - Broadway to Marina Blvd.

Last car April 5, 1941.

Date of completion of work - Ordinance No. 763 - April 5, 1946.

This was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374, and is estimated in this report as to be taken out from Broadway to Green Street and is totaled as maintenance from Green Street to Marina Blvd. also estimated for cost of removal and repaving.

Key No. 13 - San Jose Ave. - Monterey Blvd. to Ocean Ave.

Last car April 16, 1942.

Date of completion of work - Ordinance No. 510 - April 16, 1945.

Was part of work to be done under Ordinance No. 1575 and was not done.

Is estimated in this report as to be taken out.

San Jose Ave. - Ocean Ave. to County Line.

Car service resumed March 17, 1943, at request of Office of Defense Transportation.

Key No. 14 - Army St. - Potrero Ave. to Third St.

Ordinance No. 4559 (New Series ) when cease to operate cars to remove rails and physical properties.

Last car - previous to September 1942.

Resumed service December 7, 1942, during peak hours, at request of Office of Defense Transportation.

Key No. 17 Page St. - Stanyan to Divisadero Sts.

One track not in use - estimated as maintenance in this report but really should be removed.

Stanyan Street - Oak to Page Sts.

250 ft. of single track which is of no use should be removed.

It was suggested in this report as well as the fact that the work - Division No. 10 - April 1941.

Division No. 10 - Division No. 10 - April 1941. The work - Division No. 10 - April 1941.

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Division No. 10 - Division No. 10 - April 1941. The work - Division No. 10 - April 1941.

This was a part of work of the Division No. 10. It was not done. It is now a part of work of the Division No. 10. It is now a part of work of the Division No. 10.

Division No. 10 - Division No. 10 - April 1941. The work - Division No. 10 - April 1941.

This was a part of work of the Division No. 10. It was not done. It is now a part of work of the Division No. 10. It is now a part of work of the Division No. 10.

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Division No. 10 - Division No. 10 - April 1941. The work - Division No. 10 - April 1941.

This was a part of work of the Division No. 10. It was not done. It is now a part of work of the Division No. 10. It is now a part of work of the Division No. 10.

Key No. 29 - Sacramento St. - Embarcadero to Fillmore St.; Clay St. - Embarcadero to Larkin St.; Larkin St. - Clay St. to Sacramento St.

Last car February 15, 1942.

Date of completion of work - Ordinance No. 1403 - February 15, 1947.

Key No. 30 - First St. - Folsom to Natoma Sts.

Last car October 15, 1938. Ordinance No. 280.

Date of completion of work - reasonable time.

Was a part of work to be done under Ordinance No. 1575 and was not done. It is now a part of work to be done under Ordinance No. 2374.

Is estimated in this report as work to be done.



## SUMMARY

## Removal of Tracks - Covered in Bus Permits &amp; Written Agreements

Key No.	Street	From	To	Ordinance No.	Date Last Car	Expiration Date	Remarks
2	24th	St. So. Van Ness	Rhode Is.	510	11/ 5/39	11/ 5/42	Part of Ordinance No. 1575. Now in Ordinance No. 2374.
8	San Bruno Ave.	3rd St. - Arleta Ave.		510		11/ 2/43	Part of Ordinance No. 1575. Service resumed request of O.D.T.
10	Castro St.	Hill - Alvarado		763	4/ 5/41	4/ 5/44	Part of Ordinance No. 1575.
13	San Jose Ave.	Monterey Blvd. - Ocean Ave.		510	4/16/42	4/16/45	Part of Ordinance No. 1575.
13	San Jose Ave.	Ocean Ave. - County Line		510	4/16/42	4/16/45	3/17/43 Service resumed certain hours request of O.D.T.
10	Divisadero St.	O'Farrell - Sacramento		763	4/ 5/41	4/ 5/46	Part of Ordinance No. 1575. Now in Ordinance No. 2374.
10	Fillmore St.	Broadway - Marina Blvd.		763	4/ 5/41	4/ 5/46	Part of Ordinance No. 2374. Part of work done.
29	Sacramento St.	Embarcadero - Fillmore		1403	2/15/42	2/15/47	Part of Ordinance No. 2374.
29	Clay St.	" - Larkin		1403	2/15/42	2/15/47	Part of work done.
29	Larkin St.	Sacramento - Clay		1403	2/15/42	2/15/47	Part of Ordinance No. 2374.
7	14th St.	Valencia - Guerrero		280	4/16/42	Reason-able time	Now in Ordinance No. 2374.
7	Guerrero & San Jose	14th	- San Jose	280	4/16/42	"	Now in Ordinance No. 2374.
7	30th St.	San Jose	- Dolores	280	4/16/42	"	"
7	Monterey Blvd.	Genesee	- Diamond	280	4/16/42	"	No physical connection to any other line.
14	Army St.	Potrero Ave. - 3rd St.		4559	Prior to 9/42	When run cars cease	12/7/42 - Resumed service - peak hours - request of O.D.T.
30	First St.	Folsom	- Natoma	280	10/15/38	Reason-able time	Part of Ordinance No. 1575. Now in Ordinance No. 2374.
8	Third St.	Channel -	- Mariposa	(510) 1041	11/ 2/40		In connection with paving of street - service resumed at request of O.D.T.

Ordinance No. 1575 - Agreement between City & County of San Francisco, Federal Government (W.P.A.) and Market St. Ry. Co. Work not completed due to cessation of " financing.  
 Ordinance No. 2374 - approved Sept. 24, 1943. Agreement between City & County of San Francisco and Market St. Ry. Co. - as of Dec. 31, 1943. Money not deposited and contract not let for O.D.T. - Office of Defense Transportation.



## FRANCHISES AND PERMITS IN QUESTION

Key No. 2 - 24th St. - San Bruno Ave. to Rhode Island St.  
No franchise except for use of poles under Res. No. 3889  
(4th Series) approved January 16, 1900.

This line is listed in the "Amended Articles of Incorporation of the United Railroads of San Francisco" and in the "Declaration of Surrender."

Key No. 8 - Third St. - Channel to Mariposa Sts.

Overhead replaced, car service resumed, and connection made to line north of Channel Street and section will not be removed at this time at request of Office of Defense Transportation.

No franchise found for Broadway from Mason to Powell Sts.

Key No. 11 - Sansome St. - Washington to Chestnut Sts.  
Do not find bus permit for this line.

Key No. 14 - Army St. - Potrero Ave. to Third St.

Ordinance No. 4559 approved April 25, 1918 - is a permit, not a franchise - as a War Emergency - included in the Declaration of Surrender but do not see why. Res. No. 2526 approved March 31, 1942 - part of Bus Line No. 56.

September 1942 - no cars operating - track cut by spur.  
December 7, 1942 - track connected at spur and cars operating during peak hours at request of Office of Defense Transportation.

Key No. 15 - Line No. 12 traverses a route from Ocean Ave. and Junipero Serra Blvd.; along Junipero Serra Blvd. to Sloat Blvd.; and along Sloat Blvd. to the Great Highway, and this portion of line has not been considered in this report.

Key No. 16 - Stanyan St. - Hayes to Fulton Sts.

Order No. 2535 approved June 3, 1892 to the Ocean Beach Railway Company covers this section as a part of a larger line that was never constructed.

Key No. 16

Order No. 2541 approved June 3, 1892 to the Market Street Cable Railway Company includes this route and the franchise expired on September 20, 1929.

Ordinance No. 101 (New Series) approved November 19, 1906 covers this line alone and is a revocable permit. The line was probably constructed under Ordinance No. 101. Order No. 2535 is not listed in the Declaration of Surrender.

Key No. 19

No bus permit for the loop.

Beach St. - Polk to Larkin Sts.; Larkin St. Beach to





North Point Sts.; North Point St. Larkin to Polk Sts.  
On June 30, 1943 more cars placed in operation at request  
of Office of Defense Transportation and that buses be utilized  
on runs to Hunters Point.

Key No. 21 - Bush St. - Fillmore to Webster Sts.;  
Webster St. - Bush to Sutter Sts.; Sutter St. - Webster to  
Fillmore Sts.

This is traversed by Line B-4 and there appears to be no  
permit for it. It is a bus loop and the route was changed  
from that set up in Ordinance No. 510 (Series of 1939) approved  
February 28, 1940. The change was made at the request of the  
Police Department.

California St. - Parker Ave. to Arguello Blvd. Franchise  
granted to Stanford, Hopkins, et al by Order No. 1292 approved  
June 14, 1876, amended by Order No. 1489 approved February 21,  
1879 to the California Street Railroad Company and Order No.  
1538 approved Nov. 29, 1879 to the California Street Railroad  
Company extended the franchise to 50 years from date of approval.  
Have found no record of transfer of franchise from California  
Street Railroad Company to the Market Street Railway  
Company. This line is listed in the "Amended Articles of  
Corporation of United Railroads of San Francisco" and in the  
"Declaration of Surrender."

Presidio Ave. - Jackson to California Sts.  
Franchise granted to Martin, Ballard, Adams, Magee,  
et al by Order No. 1926 approved September 27, 1887.

This order refers to Order No. 1871 approved July 14,  
1886 and Order No. 1882 passed over objections of Mayor on  
November 11, 1886, and says "with the privileges and rights  
and conditions contained in Order No. 1871 and Order No. 1882."  
The City Attorney in his report states "cannot find any franchise  
other than No. 1926 which expired September 27, 1912."  
It is included in the lines listed in the "Amended Articles of  
Incorporation" and in the "Declaration of Surrender."

Order No. 1926 - Section 2 "upon all portions of said  
street which have been heretofore accepted by the City and  
County under the provisions of the Street Act, the said grantees  
.... shall, from and after the passage of this order,  
keep in good order and repair the surface of said accepted  
streets throughout the entire roadway thereof; and whenever  
any portion of said streets shall hereafter be accepted under  
the provisions of said Act, said grantees .... shall, after  
date of such acceptance, keep the surface of said streets in  
good order and repair throughout the entire roadway thereof."

This provision has never been enforced.

Key No. 25 - 20th Ave. - Lincoln Way to Wawona St.  
Ordinance No. 425 (New Series) approved May 12, 1908 for

On June 20, 1965, the above-named person was placed in custody of the Sheriff of the County of Santa Clara and taken to the County Jail. On June 20, 1965, the above-named person was placed in custody of the Sheriff of the County of Santa Clara and taken to the County Jail.

Re: [Name] - [Address] - [City] - [State] - [Zip]

This is to certify that the above-named person was placed in custody of the Sheriff of the County of Santa Clara and taken to the County Jail on June 20, 1965.

granted to Stanford, California, at all by Order No. 1000, dated June 14, 1965, amended by Order No. 1001, dated July 1, 1965, and Order No. 1002, dated July 1, 1965, to the California Street Railroad Company and Order No. 1003, dated July 1, 1965, to the California Street Railroad Company. The franchise was extended for 25 years from the date of the expiration of the franchise of the California Street Railroad Company. The franchise was extended for 25 years from the date of the expiration of the franchise of the California Street Railroad Company. The franchise was extended for 25 years from the date of the expiration of the franchise of the California Street Railroad Company.

Presidio Ave. - San Francisco, California 94102

This order was issued by the Board of Directors of the California Street Railroad Company on June 14, 1965, and amended by Order No. 1001, dated July 1, 1965, and Order No. 1002, dated July 1, 1965, and Order No. 1003, dated July 1, 1965. The franchise was extended for 25 years from the date of the expiration of the franchise of the California Street Railroad Company.

Order No. 1000 - Section 2 - When all parties to said street which have heretofore been bonded by the County of Santa Clara under the provisions of the Street Act, Chapter 10, Section 1000, of the Statutes of the State of California, have been bonded by the County of Santa Clara under the provisions of the Street Act, Chapter 10, Section 1000, of the Statutes of the State of California, the provisions of said Act, said Chapter, and said Section, shall be in full force and effect.

Re: [Name] - [Address] - [City] - [State] - [Zip]

25 years. Known as Parkside Franchise. Tracks revert to City.

Not mentioned in Declaration of Surrender.

Market Street Railway Company operates cars on a day to day permit.

Key No. 26 - Judah St. - 5th to 9th Avenues.; 9th Ave.- Judah to Pacheco Streets.

Ordinance No. 1460 approved January 23, 1911 for 25 years to Thomas W. Forsyth - tracks revert to City.

Not mentioned in Declaration of Surrender.

Market Street Railway Company operates cars on a day to day permit.

Key No. 29

Order No. 1926 approved September 27, 1887.

Sacramento St. - Battery to Powell Sts.; Clay St. - Battery to Stockton Streets.

Sec. 2. Calls for keeping in repair, full width of street roadway as stated in detail with reference to Presidio Avenue - from Jackson to California Streets under Key No. 21. This clause has never been enforced. There is now special removal plan under Ordinance No. 1403 (Series of 1939) approved October 15, 1943. Bus operation started February 15, 1942.

1. Trunk : over 20

MARKET STREET RAILWAY COMPANY  
Railway Car Routes

<u>Key No.</u>	<u>Route No.</u>	<u>Route</u>
21	1	From Ferry Building via Market Street, Sutter Street, Presidio Avenue, California Street, Sixth Avenue, Clement Street, 33d Avenue, Geary Blvd., to 45th Avenue.
21	2	From Ferry Building via Market Street, Sutter Street, Presidio Avenue, California Street, Parker Avenue, Euclid Avenue, Arguello Blvd., Clement Street, 33d Avenue, Geary Blvd., 48th Avenue to Sutro Baths.
21	3	From East Bay Terminal via Fremont Street, Market Street, Sutter Street, Fillmore Street, Jackson Street, Presidio Avenue to California Street.
21	4	From East Bay Terminal via Fremont Street, Market Street, Sutter Street, Fillmore Street, Sacramento Street, Lake Street and 6th Avenue to Fulton St. (From Fillmore and Sutter Streets to 6th Avenue and Fulton Streets; nights, Sundays, and Holidays Motor Coach #4.)
22	5	From East Bay Terminal via Fremont Street, Market Street, McAllister Street, Fulton Street and La Playa Street to Balboa Street.
26	6	From Ferry Building via Market Street, Haight St., Masonic Avenue, Frederick Street, Clayton Street, Carl Street, Stanyan Street, Parnassus Avenue, Judah Street, and 9th Avenue to Pacheco Street.
24	7	From East Bay Terminal via Fremont Street, Market Street, Haight Street, Stanyan Street, Frederick Street, Lincoln Way, and La Playa Street to Balboa Street.
1	8	From Ferry Building via Market Street and Castro Street to 18th Street. Peak hours, over 18th Street to Market Street.
5	9	Alternate service from Ferry Building and East Bay Terminal via Market Street, Valencia Street, Mission Street and Cortland Avenue to Folsom St. Peak hours also along 29th Street from Mission Street to Noe Street.
12	11	From Ferry Building via Embarcadero, Mission St., 22d Street, Chattanooga and 24th Street to Hoffman Avenue. Return via 24th Street, Dolores Street and 22d Street to Mission Street.

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10	From Ferry Building via Market Street, to Market Street, to Ferry Building	30	From Ferry Building via Market Street, to Market Street, to Ferry Building



<u>Key No.</u>	<u>Route No.</u>	<u>Route</u>
15	12	From Ferry Building via Embarcadero, Mission St., Onondaga Avenue, Ocean Avenue, Junipero Serra Blvd. and Sloat Blvd. to Great Highway.
3	14	From Ferry Building via Embarcadero and Mission St. to Daly City.
25	17	From East Bay Terminal via Fremont St. Market St. Haight St. Stanyan St. Frederick St. Lincoln Way 20th Ave. and Wawona St. to 19th Ave.
19	19	From Market St. via Larkin St. Post St. and Polk St. to North Point St. (Peak hours AM and PM only). Motor Coach Route No. 19.
17	20	From 3rd and Townsend Sts. via Townsend St. 4th St. Ellis St. Hyde St. O'Farrell St. Divisadero St. Oak St. and Stanyan St. Page St. Divisadero St. Ellis St. 4th St. and Townsend St.
27	21	From Ferry Bldg. via Market St. Hayes St. Stanyan St. Fulton St. and 8th Ave. to Clement St.
20	22	From 3rd St. and 18th St. via 18th St. Connecticut St. 17th St. Kansas St. 16th St. Church St. Duboce Ave. Fillmore St. to Broadway.
6	25	From 5th and Market Sts. via 5th St. Mission St. 6th St. Bryant St. Army St. Bayshore Blvd. San Bruno Ave. to Wilde Ave. (Peak hours AM and PM only). Motor Coach Route No. 25.
11	27	From 2nd and Market Sts. via 2nd St. Bryant St. 26th St. to Mission St. (Peak hours AM and PM only). Motor Coach Route No. 27.
23	31	From Ferry Bldg. via Market St. Eddy St. Turk St. and Balboa St. to 30th Ave. Return via Balboa St. Turk St. Mason St. Eddy St. and Market St.
4	36	From Ferry Bldg. via Embarcadero, Howard St. Steuart St. Folsom St. and Precita Ave. to York St. (Peak hours AM and PM only). Motor Coach No. 36.
17	40	From 5th and Market Sts. via 5th St. and Mission St. to Daly City, Colma, San Bruno, Millbrae, Broadway, Burlingame and San Mateo.
14		Army St. - Potrero to Third St. War emergency line.



## TRACKLESS TROLLEY COACH

Key No. Route No.

Route

- 33 Trolley coach from 3rd and Harrison Sts. via 3rd St. Bryant St. 4th St. Harrison St. 14th St. Folsom St. 18th St. Market St. Clayton St. Ashbury Terrace and Waller Sts. to Stanyan St. Return via Stanyan St. Haight St. Shrader St. Waller St. and same route.

## CABLE CAR ROUTES

- 27 Cable Car From Powell and Market Sts. via Powell St. Jackson St. Mason St. Columbus Ave. and Taylor St. to Bay St.
- 28 Cable Car From Powell and Market Sts. via Powell St. Jackson St. Steiner St. and Washington St. to Fillmore St. Return via Washington St. and Powell St. to Market St.

## MOTOR COACH ROUTES

- 8 15 Motor Coach from Sunnydale Ave. via 3rd St. Kearny St. Broadway and Powell St. to Bay St. Alternate route - Sunnydale Ave. Santos St. Geneva Ave. to Mission St.
- 8 16 Motor Coach from Southern Pacific depot via 3rd St. Kearny St. Broadway and Embarcadero to Ferry Bldg.
- 23 Motor Coach from Richland Ave. and Andover St. via Richland Ave. Mission St. Bosworth St. and Diamond St. to Monterey Blvd.
- 24 Motor Coach from 26th and Castro Sts. via Castro St. Divisadero St. Jackson St. Fillmore St. Broadway, Steiner St. Union St. and Fillmore St. to Marina Blvd.
- 26 Motor Coach from Sansome and Washington Sts. via Sansome St. Bush St. First St. Mission St. 18th St. Guerrero St. San Jose Ave. 30th Ave. Chenery St. Diamond St. San Jose Ave. to Daly City.

Facility coach from 3rd and Harrison Sts. via 1st  
St. Edward St. 4th St. Harrison St. 1st St.  
1st St. 4th St. Harrison St. 1st St.  
Torrance and Waller Sts. to Stearns St. Return via  
Stearns St. Hobart St. Spaulding St. Waller St. and

From Powell and Market Sts. via Powell St. Jackson  
St. Mason St. Columbus Ave. and Taylor St. to  
Bay St.

From Powell and Market Sts. via Powell St. Jackson  
St. Edward St. and Washington St. to Hillmore St.  
Return via Washington St. and Powell St. to  
Market St.

Motor Coach from Broadway and Powell St. to Bay St.  
Kearny St. Broadway and Powell St. to Bay St.  
Broadway and Powell St. to Bay St.  
Cassidy Ave. to Mission St.

Motor Coach from Southern Pacific depot via 2nd  
St. Kearny St. Broadway and Embarcadero to Ferry  
Bldg.

Motor Coach from Mission St. and Broadway  
Richland Ave. Mission St. Broadway and  
St. to Market St.

Motor Coach from 25th and Castro Sts. via Castro  
St. Broadway and Mission St. to  
Broadway, Steiner St. Union St. and Mission St.  
to Market Blvd.

Motor Coach from Sausalito and Washington Sts. via  
St. Guerrero St. San Jose Ave. 30th Ave. Union  
St. Diamond St. San Jose Ave. to Daly City.

<u>Key No.</u>	<u>Route No.</u>	<u>Route</u>
28		Motor Coach from Ferry Bldg. via Embarcadero, Howard St. Steuart St. Folsom St. 2nd St. Townsend St. and 3rd St. to Southern Pacific depot.
35		Motor Coach from 24th and Rhode Island Sts. via 24th St. Valencia St. Mission St. and 29th St. to Noe St.
41		Motor Coach from Southern Pacific depot via 3rd St. Brannan St. and 2nd St. to Market St. Return via Market St. First St. Mission St. and 2nd St. to Townsend St.
42		Motor Coach from Southern Pacific depot via 3rd St. Kearny St. Bush St. and Sansome St. to Chestnut St. Return via Battery St.
43		Motor Coach from Southern Pacific depot via 3rd St. and Kearny St. to Broadway
50		Motor Coach from Bay Shore Blvd. via Sunnysdale Ave. Schwerin St. Geneva Ave. South Hill Blvd. Chicago Way, Cordova St. Prague St. Naples St. Geneva Ave. Mission St. Amazon Ave. London St. to Geneva Ave.
51		Motor Coach from Mission St. and Silver Ave. via Mission St. Craut St. Maynard St. Silver Ave. to Quint St.; on Quint St. to Oakdale Ave.; on Oakdale Ave. to 3rd St.; on 3rd St. to Palou Ave.; on Palou Ave. 3rd St. to Silver Ave.
52		Motor Coach from Mission St. and Brazil Ave. via Mission St. Excelsior Ave. Vienna St. Prague St. Russia Ave. Moscow St. Amazon Ave. Naples St. and Brazil Ave. to Mission St.
53		Motor Coach from 16th and Bryant Sts. via 16th St. San Bruno Ave. 19th St. Vermont St. 20th St. Rhode Island St. Southern Heights Blvd. 22nd St. and Wisconsin St. 23rd St., Connecticut St. to 25th St. Return via Dakota St. 23rd St., Wisconsin St. and same route.
54		Motor Coach from 3rd St. and Evans Ave. via Evans Ave. Hunters Point Blvd. and Galvez Ave. to Hunters Point.
55		Motor Coach from Sacramento St. and Fillmore St. via Sacramento St. to Embarcadero to Clay St. to Larkin St. to Sacramento St. to Webster St. to Clay St. to Fillmore St. and Sacramento St.

## Four

Edward St. and 3rd St. on South and East 3rd St.  
Edward St. Stewart St. Polk St. and St.  
later 600 ft from Perry Bldg. via Washington

Motor Coach from Candlestick Drive and Blanken Ave. via Blanken Ave. Tunnel Ave., Bayshore Blvd. to 3rd St. Also from Bayshore Blvd. and Blanken Ave. via Blanken Ave. to Tunnel Ave., Also from Bayshore Blvd. and Blanken Ave. via Bayshore Blvd. to Tunnel Ave.

Motor Coach from 3rd St. and Fitzgerald Ave. via Fitzgerald Ave., Ingalls St., Gilman Ave., Jennings St., Fitzgerald Ave. to 3rd St.

Motor Coach 3rd St. and Palou Ave. via Palou Ave., Access Road to Naval Drydock at Hunters Point and return along same route.





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PLANT	NO.	DATE
Apple	1	1911
Banana	2	1912
Cashew	3	1913
Citrus	4	1914
Cocoa	5	1915
Coffee	6	1916
Custard Apple	7	1917
Guava	8	1918
Jackfruit	9	1919
Lychee	10	1920
Mango	11	1921
Orange	12	1922
Pineapple	13	1923
Rambutan	14	1924
Shaddock	15	1925
Starfruit	16	1926
Sweet Potato	17	1927
Tamarind	18	1928
Watermelon	19	1929
Yam	20	1930

City Attorney's Opinion on Obligation of Street Railway Company to Repave Streets.

April 29, 1926.

Mr. John D. Badaracco, Board of Supervisors, City Hall.

Dear Sir:

You requested me to advise you if the Market Street Railway Company could be compelled to keep in repair the portions of the streets occupied by it.

Section 498 of the Civil Code provides that in addition to the restrictions set forth in the franchise granted the railway company a strict compliance with conditions enumerated was imposed on the company. Until 1921, the second condition set out under section 498 read as follows:

"Second: To plank, pave, or macadamize the entire length, of the street used by their track between the rails and for two feet on each side thereof and between the tracks. If there be more than one, and to keep the same constantly in repair flush with the street and with good crossings."

In 1921 the section quoted was repealed. However, an examination of the franchises granted the individuals and the companies, which were later transferred to the Market Street Railway have set forth in the franchise the language similar to the following:

"The grantee operating under this franchise shall be required to pave the space between the rails and for two feet each side thereof, and between the tracks if there be more than one, upon the streets, whereon said tracks are to be laid, and to keep the same in good condition and repair under the supervision and to the satisfaction of the Board of Public Works of the City and County."

The language last quoted has not been employed in all of the franchises that were granted as some of them state that the franchises are given under the terms provided for in the franchise and "upon such terms, conditions, and restrictions as are now or may be hereafter imposed by the laws of the State of California, especially as prescribed in Section 498, 500, 502 and 503 of the Civil Code of this State."

ADULTS 1956

John D. Badaracco, Board of Supervisors, City Hall.



As the second section of Section 498 of the Civil Code was in effect at the time the franchises were granted the mere repealing of this portion does not relieve the Market Street Railway of its liability to keep "constantly in repair" the street between the rails and for two feet on each side thereof.

In the event the Market Street Railway Company fails to make repairs after having been requested to do so, I believe you would be justified in ordering the work done and recovering from the Market Street Railway for the cost of the work.

Yours truly,

JNO. J. O'TOOLE  
City Attorney

As the meeting continued it became apparent that the purpose of the meeting was to discuss the possibility of having a meeting between the police and the two men.

City Attorney's Opinion Relative to 9th St.  
Keep Existing Style of Pavement in Repair from Curb to Curb.

You are advised as follows:

That Section III of Order No. 1907 of the Board of Supervisors, approved April 14, 1887, granted a franchise to the Sutter Street Railroad Company along and upon certain streets, among which streets was Ninth Street, commencing at the intersection of the northerly line of Mission Street, and thence running southerly and along and upon Ninth Street to the southerly line of Brannan Street, contains a clause that the said Sutter Street Railroad Company, its successors or assigns, are granted said rights and privileges on condition that whenever any of the streets, or portion of streets, over which said railroad is operated hereunder, have been or shall be accepted by the City and County, that the said grantees, their successors or assigns, from the period of expiration of any present existing franchise over said streets, or portions of said streets, shall thereafter, during the continuance of this franchise, keep the entire roadway of said streets, or portions of streets, in good order and repair; otherwise, the franchise shall become and be null and void.

That Section 497 of the Civil Code of the State of California, gave to the Board of Supervisors of the City and County of San Francisco at the time of the adoption of Order No. 1907, the power to grant said franchise under said restrictions and limitations, and upon such terms as the Board of Supervisors of the City and County of San Francisco might provide.

That the said franchise so granted by said Order No. 1907, was assigned to the United Railroads of San Francisco, a corporation; that the United Railroads of San Francisco is bound by the terms and conditions of said franchise to the same extent as was the Sutter Street Railroad Company; that said franchise constitutes a contract between the City and County of San Francisco and the United Railroads of San Francisco; that under Section III, the United Railroads is obligated to keep in good order and repair the entire roadway from curb to curb of Ninth Street from the intersection of the northerly line of Mission Street to the southerly line of Brannan Street; that the period of commencement of said obligation was contingent upon two things; namely, the expiration of any franchise over any streets, or portions of streets, mentioned in Order No. 1907, and the acceptance of said streets, or portions of streets, by the City and County of San Francisco; that the records do not disclose any franchise other than the one granted by Order No. 1907, over or



along that portion of Ninth Street under consideration; that Ninth Street and the crossings thereon, from the intersection of the northerly line of Mission Street and the southerly line of Brannan Street, as far as the records disclose, exclusive of that portion of Ninth Street between Harrison and Bryant Streets, and the crossing of Harrison and Ninth Streets, were accepted by the City and County of San Francisco on the Dates and by the ordinances hereinbefore mentioned.

That the United Railroads of San Francisco is not obliged to put down a new and improved pavement on said portion of Ninth Street, but the said company is obliged to keep in good order and repair the same from curb to curb; in other words, the records disclose that said portion of Ninth Street was paved with basalt blocks, and that said pavement was accepted by the City, and that while the United Railroads can be compelled to repair and keep in good order said basalt block pavement, it cannot be compelled, under its contract with the City and County of San Francisco, to repave said portion of Ninth Street with, for instance, bitumen or asphalt. In the event, however, that the City and County should repave Ninth Street between the points mentioned with a new and improved pavement, the United Railroads Company would be required to keep said street in good order and repair, said repairs to conform to the new and improved style of pavement.

Respectfully,

PERCY V. LONG

City Attorney



REMOVAL OF TRACKS OF STREET RAILWAY  
COMPANIES AT EXPIRATION OF FRANCHISE

The Board of Supervisors by Resolution No. 5109 (N.S.) adopted January 3, 1910 directed the Clerk of the Board to publish a book containing copies of all franchises granted by the Board of Supervisors and resolutions affecting the same.

The book entitled, "Book of Franchises" contains among other things, a tabular statement and index of street railway franchises, laws governing granting of street railway franchises, street railway franchises, and ordinances and resolutions affecting franchises.

In no street railway franchise printed in the book is any provision made for the removal or disposition of rails or tracks upon the expiration of the franchise.

Resolution No. 351 (Fourth Series) adopted December 6, 1897 (page 204) accepts the offer of the Market Street Railway Company to surrender its franchise on Fell Street, Franklin Street and Oak Street "upon condition, nevertheless, that within ninety days from and after the passage of this resolution all of the said tracks and rails be taken up and removed and said parts of streets be restored to their present condition, as to the character of pavement to be constructed to the satisfaction of the Superintendent of Streets, which pavements to be laid must correspond and be similar to the pavements now laid on said streets."

Ordinance No. 123 (Page 208) accepts and consents to the abandonment on Montgomery Street and other streets, "provided, all tracks, poles and other obstructions are taken up at the expense of the Market Street Railway Company, and the roadways of the streets and the sidewalks repaved and restored by said Market Street Railway Company to a uniform condition, to the satisfaction of the Board of Public Works."

Resolution No. 950 (page 212) says in part "Resolved, That the Market Street Railway Company is requested and directed to remove all abandoned and unused tracks, holes and other obstructions and abandoned cable slot apparatus and to repave the same with pavements like that of the streets through which the said tracks are laid;..."(Specifically states streets on which work is to be done.)

The charter which became operative on January 8, 1900 in Article II, Chapter II, Section 6 (page 7 Book of Franchise) provides:

"If any bid be accepted the franchise must be granted



REPORT OF THE COMMISSIONER OF THE GENERAL LAND OFFICE  
FOR THE YEAR 1903

The following is a summary of the work done by the General Land Office during the year 1903. It is divided into three parts: (1) the work done by the office in the field, (2) the work done by the office in the office, and (3) the work done by the office in the laboratory.

The work done by the office in the field was of a general nature, and consisted of the examination of the land claims of the various States and Territories. The work done by the office in the office was of a more detailed nature, and consisted of the examination of the land claims of the various States and Territories. The work done by the office in the laboratory was of a more detailed nature, and consisted of the examination of the land claims of the various States and Territories.

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upon the express condition ... and that at the end of the term the road-track and bed of such railway and all its stationary fixtures upon the public street shall become the property of the City and County; ...."

No specific provision was made in any of the franchises granted after January 8, 1900 for the track, etc. reverting to the City upon the expiration of the franchise.

Journal of Proceedings - Board of Supervisors - Dec. 5, 1938 pp. 204

"City Attorney stated that in his opinion it would be an obligation of the Company to remove car tracks upon abandonment of any of the car lines but suggested that the Board come to some agreement thereon with the Company in advance of voting abandonment."



Dec. 31, 1943

## SUMMARY OF ESTIMATED MINIMUM COST

Key No.	Name of Line	Line No.	Cost to Pave	Cost to Pave and Shim or Remove Rail
1	Market-Castro	8	\$ 45,265.78	\$ 151,654.78
2	24th-So. Van Ness to Rhode Island	B35	4,509.44	9,308.00
3	Mission St.	14	53,341.28	172,564.28
4	Folsom St.	36, B36	6,055.30	10,355.80
5	Valencia St. & branches	9	47,145.00	126,540.00
6	Bryant St.- San Bruno Ave.	25, B25	13,786.94	33,400.94
7	Sunnyside-Guerrero	B10, B26	32,444.12	53,637.88
8	3rd-Kearny-Powell & Branches	B15, B16	38,610.34	86,513.70
9	18th-Castro West	8	1,976.20	3,116.20
10	Castro-Divisadero-Fillmore	B24	6,016.36	10,283.45
11	26th-No. end Sansome St.	27, B27, 29, B42	14,983.16	33,841.16
12	22nd-24th-West of Mission	11	5,730.04	18,819.04
13	San Jose Ave.		1,410.80	1,830.80
14	Army-Potrero to 3rd.		238.48	290.98
15	Ocean Ave.-Ingleside	12	12,657.80	52,343.30
16	Hayes St.	21	24,035.88	75,008.88
17	4th-Ellis-O'Farrell	20	30,691.68	88,733.98
18	Emergency Lines		4,066.18	7,733.68
19	9th-Polk-Larkin	19, B19	9,073.28	32,777.78
20	Fillmore St.	22	34,105.48	97,202.98
21	Sutter St.	1, 2, 3, 4	65,009.72	217,496.72
22	McAllister-Fulton	5	41,337.82	154,449.82
23	Turk-Eddy-Balboa	31	6,826.68	27,402.18
24	Haight-Lincoln Way	7	25,903.24	88,388.74
25*	Haight-Ingleside	17		
26*	Haight-Masonic	6	7,872.68	24,066.68
27	Powell-Mason (Cable)		5,227.12	16,315.87
28	Washington-Jackson (Cable)		3,659.18	8,799.18
29	Sacramento-Clay (Cable)		25,430.56	43,465.80
30	1st St.-Folsom to Natoma		3,779.10	7,331.90
			<u>\$571,589.64</u>	<u>\$1,653,674.50</u>
Day to Day Permit				
*	Key 25 - 20th Ave. Lincoln-Wawona		25,700.50	80,150.50
*	Key 26 - Judah St.-5th-9th Ave. 9th Ave.-Judah to Pacheco		2,118.76	6,234.76
			<u>\$ 27,819.26</u>	<u>\$ 86,385.26</u>

In many instances the entire roadbed should be rebuilt and new steel and new ties placed, but as this report is based on franchise obligations only, it shows the minimum cost of placing the pavement within the track areas in good condition. It therefore sets up the lesser cost of shimming rails where total reconstruction may actually be necessary.

The Market St. Ry. Co. reports expenditures of \$156,599 from July 1, 1943 to Dec. 31, 1943. This equates to \$37,636.26 as allowance for work done. The work done had to be credited on the same basis as originally charged as a liability.



Dec. 31, 1943

## RECAPITULATION OF TYPES OF WORK REQUIRED

	Unit of Work	Amount of Work	Est. Unit Cost	Est. Cost
Asphalt Pavement and Base	3q. Ft.	1,737,623	\$ .26	\$451,781.98
Asphalt Top	3q. Ft.	805,586	.10	80,558.60
Asphalt Top on Basalt Block Base	3q. Ft.	191,972	.18	34,554.96
Brick Pavement	3q. Ft.	2,257	.50	1,128.50
Concrete Pavement	3q. Ft.	10,232	.30	3,069.60
Relay Basalt Block Pavement		800	.12	96.00
Shim - Lineal Feet of Rail	Lin. Ft. Rail	584,785	1.50	877,177.50
Shim - Lineal Feet of Cable Rail	Lin. Ft. Rail	11,043	1.25	13,803.75
*Shim - Lineal Feet of Rail	Lin. Ft. Rail	92,860	1.50	139,290.00
*Shim - Lineal Feet of Cable Rail	Lin. Ft. Rail	1,940	1.25	2,425.00
Remove Single Track	Lin. Ft. Track	37,883	1.08	40,913.64
Remove Single Track Cable Track	Lin. Ft. Track	21,603	1.08	23,331.24
Remove Single Track - Bring to Subgrade	Lin. Ft. Track	1,615	2.40	3,876.00
Remove Single Track, Cable Slot, Cut off Yokes	Lin. Ft. Track	1,429	2.57	3,672.53
Salvage Rails	Total Estimated Cost			\$1,675,679.30
	Long Tons	1,375.2	16.00	22,004.80
	Net Estimated Cost			\$1,653,674.50

\* Road bed should be reconstructed. Minimum  
work to allow for pavement repairs is set up as "shim rails."





KEY NO. 1

Line Nos. 1, 2, 3, 4, 5, 6,  
7, 8, 9, 17, 21, and 31

1. MARKET ST. - EMBARCADERO to CASTRO ST.  
2. CASTRO ST. - MARKET ST. to 18TH ST.

ORIGINAL FRANCHISES

ITEM 1

ORDER NO. 1514 - Approved Sept. 20, 1879.

To Market St. Railway Co. of S.F.

Acceptance filed Sept. 23, 1879.

Sec. 1. First - Commencing at City Front,  
thence on Market St. to 17th St.

Sec. 2. Sections 498,500 and 502 of Civil  
Code of California apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1676 - Approved June 5, 1882.  
Amends Order No. 1514. Does not affect this line.

ORDER NO. 2289 - Passed over Mayor's  
objections Dec. 9, 1890. Supplementary to Order  
Nos. 1676 and 1514. Does not affect this line.

ORDER NO. 1523 - Approved Nov. 14, 1879.  
To North Beach and Mission Railroad Co. of S.F.  
Acceptance filed Sept. 23, 1879.

Sec. 1. Market St. from Ferry Landing to and  
along California St. is to another company. Same  
requirements as Order No. 1514 and also Sec. 497  
of Civil Code for joint use of tracks.

ORDER NO. 1524 - Approved Nov. 12, 1879.  
To Central Railroad Co. of S. F.  
Acceptance filed Nov. 13, 1879.

Sec. 1. Crossing Market St. from Taylor St.  
to 6th St., into and along Market St. from Turk  
St. to Dupont St., (now Grant Ave.); also along  
Market St. from Bush St. to City Front.

Sec. 2. Sections 498,500 and 502 apply.

ORDER NO. 1531 - Approved Nov. 28, 1879.  
To City Railroad Co.  
Acceptance filed Dec. 1, 1879.

Sec. 1. Second - Market St. from 5th St. to  
Dupont St.; also Market St. from Sutter St. to  
City Front.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 7. Clause "A" applies.

ORDER NO. 1525 - Approved Nov. 14, 1879.  
To Sutter St. Railroad Co.  
Acceptance filed Nov. 21, 1879.

Sec. 1. First - Market St. from City Front  
to and into Sutter St.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 5. One other corporation right to  
operate for five blocks.

Sec. 8. Clause "A" applies.



ORDER NO. 1532 - Approved Nov. 28, 1879.  
To Omnibus Railroad Co. of S. F.  
Acceptance filed Nov. 29, 1879.

Sec. 1. Market St. from 2nd St. across to Sansome St. Market St. from 3rd St. along and across to Montgomery St.; also Market St. from Montgomery St. to end of Market St. at Oakland Ferry.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 5. Section 499 joint use applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1539 - Approved Nov. 29, 1879.  
To North Beach & Mission RR Co., Central RR Co., et al.

Acceptance filed Dec. 6, 1879.

Sec. 1. Market St. from Turk St. to City Front with connections to any of connections of corporations mentioned.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1693 - Approved Nov. 10, 1882.  
To Omnibus Railroad & Cable Co., successors to Omnibus Railroad Co.  
Acceptance filed Nov. 20, 1882. Only for crossing of Market St. at 10th St. Not listed in orders surrendered.

Sec. 2. Sections 498,500, 502 and 503 apply.

Sec. 4. Section 499 joint use applies.

ORDER NO. 1890 - Passed over Mayor's objections Dec. 27, 1886; to A. W. Rose, Jr. et al. Acceptance filed Dec. 29, 1886. Applies only to crossing Market St. from 10th St. to Fell St.

ORDER NO. 2449 - Approved Oct. 2, 1891, to A. W. Rose, Jr., et al. Supplementary to Order No. 1890. Does not affect this line. Not listed in orders surrendered.

ORDER NO. 2458 - Approved Oct. 21, 1891, to A. W. Rose, Jr., et al. Supplementary to Order No. 1890. Does not affect this line. Not listed in orders surrendered.

ORDER NO. 208 - (Second Series) in Board of Supervisors July 31, 1899 to Market St. Railway Co.

Acceptance filed Aug. 16, 1899. Crossing of Market St. - Taylor St. to 6th St. bids received for privilege.

ORDER NO. 2312 - Approved Dec. 20, 1890.  
To City Railroad Co.  
Acceptance filed Dec. 26, 1890. Crosses Market St. from Potter St. (now 12th) to Page St.; also from Brady St. to Page St.

ORDER NO. 2541 - Approved June 3, 1892.  
To Market St. Cable Railway Co.  
Acceptance filed June 9, 1892. Grants extensions to lines mentioned in Order Nos. 1514, 1676, and 2289, but does not affect this line.

Section 499, 500 and 501 applied.  
 Section 499, 500 and 501 applied.  
 Section 499, 500 and 501 applied.

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Section 499, 500 and 501 applied.  
 Section 499, 500 and 501 applied.  
 Section 499, 500 and 501 applied.

ITEM 2

ORDER NO. 1875 - Not approved by or returned with objections. Became law Oct. 9, 1886. To Market St. and Fairmount Railway Co. Acceptance filed Oct. 18, 1886. Castro St. at or near its junction with Market St., with privilege of connecting with Market St. Cable Railway Co., thence along Castro St. to 26th St.

Sec. 2. Sections 498, 500 and 502 apply.

Sec. 6. Clause "A" applies.

OPERATE WITH  
ELECTRICITY

ORDINANCE NO. 20 (New Series) - Approved June 12, 1906, to United Railroads of S. F.

Sec. 1. Operate all its cable lines, as far as grades permit, by electricity.

Sec. 3. Highly ornamental poles along Market St. from Ferry to Valencia St., and on each pole install and maintain, at its expense and without expense to City, electric lights. First class iron poles, lay feed wires underground on Market St. from Ferry to Valencia St.

OPERATING PERMIT

From February 9, 1931 for 25 years.

JOINT OPERATION  
OF TRACKS

Market St. Ry. Co. Approved Nov. 19, 1912.  
& Municipal Ry.

ORDINANCE NO. 2096 (New Series) -

Sec. 3. Joint ownership and use of outer tracks and overhead equipment, except poles between Sutter St. and City Front, and each pay half of repair and maintenance as determined by Board of Public Works.

Sec. 9. This agreement shall cover the so-called loops at City Front or other loops that may be constructed.

REMOVAL OF  
TRACKS

ORDINANCE NO. 1243 - Approved July 1, 1941

Sec. 1a. City abandon outer tracks Valencia to Castro Sts.

Sec. 1b. City by agreement between Market St. Ry. Co. and Public Utilities Commission will remove at cost of city, the inside rails and reconstruct with crossovers from outside tracks east of Valencia St.

Sec. 1c. When said tracks west of Valencia St. are constructed, tracks to be used jointly under terms agreed upon. Tracks shall belong to City and be maintained by Public Utilities Commission.

Sec. 1d. Market St. Ry. Co. maintain present trolley System and supply power at terms to be agreed upon.

Sec. 1e. Terms as to right of way, operation and removal, and reconstruction to be agreed upon.



April 15, 1942 - Letter of Manager of Public Utilities to Director of Works Wilder. Agreement made as to terms between Market St. Ry. Co. and Public Utilities Commission - special work ordered but not delivered. Nothing to be done until after the war.

Resolution No. 3539 N.S. passed Supervisors Aug. 9, 1943. Intention to remove outer tracks and relay inner tracks but in the meantime Company should repair inner tracks as they are a menace to auto tires.

#### BUS PERMITS

ORDINANCE NO. 280 - Approved Sept. 9, 1939, for unexpired term of operating permit Market St. - 2nd St. to 1st St. (Bus Line #27).  
ORDINANCE NO. 1611 - Approved May 5, 1942. Amends Ordinance 280. No change as regards this line.

RES. NO. 1476 - Approved Nov. 17, 1940, revocable permit. Crossing Market St. from Fremont St. to Front St. and from Battery St. to First St. (Part of Bus Line #26).

ORDINANCE NO. 2685 - Approved June 9, 1940, revocable permit. Changes route of Res. 1476 but not as regards this part of line.

ORDINANCE NO. 763 - Approved July 29, 1940, to expiration of operating permit. Castro St. from 26th St. to Divisadero St. (Part of Bus Line #24).

ORDINANCE NO. 930 - Approved Nov. 19, 1940. Amends Ordinance No. 763. Does not change Castro St. route.

ORDINANCE NO. 1487 - Approved Jan. 6, 1942. Amends Ordinance No. 763. Does not change Castro St. route.





KEY NO. 1

ESTIMATED COST OF WORK TO BE DONE

As of Dec. 31, 1943

MARKET ST. - EMBARCADERO TO VALENCIA ST.

Asphalt Pavement & Base	82,244 sq.ft.	@ \$ .26	\$ 21,383.44
" Top	12,835 "	" .10	1,283.50
Shim Rail	43,906 lin.ft.	1.50	65,859.00
" " (Minimum)	162 "	1.50	243.00
			\$ 88,768.94

MARKET ST. - VALENCIA TO CASTRO ST.

(Contemplated reconstruction by City after War)

Asphalt Pavement & Base	63,194 sq.ft.	@ \$ .26	\$ 16,430.44
" Top	17,224 "	" .10	1,722.40
Shim Rail	2,814 lin.ft.	1.50	4,221.00
" " (Minimum)	17,324 "	1.50	25,986.00
			\$ 48,359.84

CASTRO ST. - MARKET TO 18TH STS.

Asphalt Pavement & Base	7,020 sq.ft.	@ \$ .26	\$ 1,825.20
" Top	2,080 "	" .10	208.00
Shim Rail (Minimum)	2,080 lin.ft.	1.50	3,120.00
			\$ 5,153.20

OUTER TRACKS - EMBARCADERO TO SUTTER ST.

(Prorated 1/2 of Joint Usage - Ord. 2096)

Asphalt Pavement & Base	9,280 sq.ft.	@ \$ .26	\$ 2,412.80
Shim Rail	4,640 lin.ft.	1.50	6,960.00
			\$ 9,372.80

\$151,654.78

	Asphalt Pavement & Base Sq. Ft.	Asphalt Top Sq. Ft.	Shim Rail Lin.Ft.	Shim Rail Min. Lin.Ft.	Cost
Market St.(Embarcadero to Valencia)	82,244	12,835	43,906	162	\$88,768.94
Market St.(Valencia to Castro)	63,194	17,224	2,814	17,324	48,359.44
Castro St.(Market St. to 18th St.)	7,020	2,080	-	2,080	5,153.20
Market St.(Outer Tracks Embarcadero to Sutter St.)	9,280	-	4,640	-	9,372.80
	161,738	32,139	51,360	19,566	

\$42,051.88 \$3,213.90 \$77,040.00 \$29,349.00

\$151,654.78

Statement of the Board of Directors  
for the year ended December 31, 1911

THE BOARD OF DIRECTORS OF THE

Assets	Liabilities
Capital stock	Accounts payable
Surplus	Notes payable
Fixed assets	Other liabilities
Current assets	

THE BOARD OF DIRECTORS OF THE

Assets	Liabilities
Capital stock	Accounts payable
Surplus	Notes payable
Fixed assets	Other liabilities
Current assets	

THE BOARD OF DIRECTORS OF THE

Assets	Liabilities
Capital stock	Accounts payable
Surplus	Notes payable
Fixed assets	Other liabilities
Current assets	

THE BOARD OF DIRECTORS OF THE

Assets	Liabilities
Capital stock	Accounts payable
Surplus	Notes payable
Fixed assets	Other liabilities
Current assets	

Assets	Liabilities
Capital stock	Accounts payable
Surplus	Notes payable
Fixed assets	Other liabilities
Current assets	

THE BOARD OF DIRECTORS OF THE

1.* KANSAS ST.	- 24TH ST.	to 25TH ST.
2.* 25TH ST.	- KANSAS ST.	to RHODE ISLAND ST.
3* RHODE ISLAND ST.	- 25TH ST.	to 24TH ST.
4. 24TH ST.	- RHODE ISLAND ST.	to VALENCIA ST.
5. VALENCIA ST.	- 24TH ST.	to MISSION ST. (Key No. 5)
6. MISSION ST.	- VALENCIA ST.	to 29TH ST. (Key No. 3)
7. 29TH ST.	- MISSION ST.	to CASTRO ST. (Key No. 5)
8.* CASTRO ST.	- 29TH ST.	to 30TH ST.
9.* 30TH ST.	- CASTRO ST.	to NOE ST.
10.* NOE ST.	- 30TH ST.	to 29TH ST.

\* Bus Route - No car tracks existing.

ORIGINAL FRANCHISES

ORDER NO. 1889 passed over mayor's

objections Dec. 27, 1886.

To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 29, 1886.

Sec. 1. 24th St. - Howard St. to Potrero Ave.  
(Part of Item 4).

Sec. 2. Sections 498, 500, 502 and 503 apply.

Sec. 4. Powers of Sec. 499 (joint tracks)  
applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2065 passed over Mayor's

objections June 17, 1889.

To Omnibus Cable Co.

Acceptance filed June 20, 1889.

24th St. from Potrero Ave. along Sonoma St. (or  
extension of 24th St. to Nebraska St. (now San  
Bruno Ave.)); thence along Nebraska St. (now  
San Bruno Ave.) to San Bruno Ave.

RES. NO. 19207 (New Series) passed  
over Mayor's objection Dec. 29, 1886.

To Omnibus Railroad & Cable Co.

Intersection of 24th St. & Howard St., thence along  
24th St. to Potrero Ave.; thence along Potrero Ave.  
to Yolo St. (now 25th St.) to Nebraska St. (now  
San Bruno Ave.); thence along Nebraska St. (now  
San Bruno Ave.) to San Bruno Ave.

This resolution is not listed in among those  
surrendered. No franchise found for 24th St. from  
San Bruno Ave. to Rhode Island St. Book of  
Franchises 1910-pp 234 Amended Articles of Incorporation of United Railroads of S.F. giving street  
railroads and franchises acquired gives Item 68 -  
commencing at the intersection of 24th St. and  
San Bruno Ave., thence along 24th St. to Rhode  
Island St.

RES. NO. 3889 (4th Series) allowed  
company on 24th St. from Howard St. (now South  
Van Ness Ave.) to Rhode Island St., to use wooden  
poles, etc. in reconstruction of its lines.

to be used for the purpose of the proposed project.

Notes - No car tracks existing.

PROPOSED PROJECT

To Omnibus Railroad & Cable Co.  
 Acceptance filed Dec. 29, 1926.  
 Sec. 1. 24th St. - Howard St. to Potrero Ave.  
 (Part of Item II).  
 Sec. 2. Section 188, 189, 190 and 191.  
 Sec. 3. Powers of Sec. 188 (as amended).  
 Sec. 4. "A" specified.  
 Sec. 5. "A" specified.  
 Sec. 6. "A" specified.  
 Sec. 7. "A" specified.

objections were filed.  
 To Omnibus Cable Co.  
 Acceptance filed June 29, 1926.  
 24th St. from Potrero Ave. and Potrero St. to  
 extension of 24th St. to Howard St. (now 24th St.)  
 San Bruno Ave. to San Bruno Ave.

over Mayor's objection.  
 To Omnibus Railroad & Cable Co.  
 Intersection of 24th St. & Howard St. -  
 24th St. to Potrero Ave.; then along Potrero Ave.  
 to 24th St. (now 24th St.) to Howard St. (now  
 San Bruno Ave.); thence along Howard St. (now  
 San Bruno Ave.) to San Bruno Ave.  
 This resolution is not listed in record book  
 numbered. No further action taken.  
 San Bruno Ave. to Howard St. Back to  
 location of United Railroads of S.F. and  
 railroads and franchises acquired from them.  
 connecting at the intersection of 24th St. &  
 San Bruno Ave., thence along 24th St. to  
 Howard St.

Sec. 1. (Part of Item II) -  
 company of the  
 Van Ness Ave. to  
 to be used for the purpose of the proposed project.

OPERATE BY  
ELECTRICITY

RES. NO. 3889 (New Series) not approved by Mayor or returned with objections. Became a law Jan. 16, 1900.  
24th St. from Howard St. (now South Van Ness Ave.) to Rhode Island St. For period of two years wooden poles planed and painted to carry overhead electrical conductors and to be temporary except by consent of Board of Supervisors and not exceeding the term of two years, all of said poles then to be replaced permanently by iron poles.

OPERATING PERMIT

From Feb. 9, 1931 to 25 years.  
Item 4 - 24th St. - Howard St. (now South Van Ness Ave.) to Rhode Island St.  
Item 5 - Valencia St. - 24th St. to Mission St.  
Part of Valencia St. - Market to Mission Sts. (Key No. 5).  
Item 6 - Mission St. - Valencia St. to 29th St.  
Part of Embarcadero - to County Line (Key No. 3).  
Item 7 - 29th St. - Mission to Noe Sts. Part of Valencia St. Line (Key No. 5).

BUS PERMITS

ORDINANCE NO. 280 approved Sept. 7, 1939 for unexpired term of operating permit.  
24th St. - Rhode Island St. to Guerrero St., known as Line 35. Loop at Rhode Island St., also Guerrero St. from 24th St. to Elizabeth St.; along Elizabeth St. to San Jose Ave.; along San Jose Ave. to 24th St.  
Amended and superseded by Ordinance No. 931.

ORDINANCE NO. 510 approved Feb. 28, 1940.  
Sec. 1g. Commencing at San Jose Ave. and 29th St., along 29th St. to Castro St., along Castro St. to 30th St., along 30th St. to Noe St., along Noe St. to 29th St. (Items 7, 8, 9, & 10).

ORDINANCE NO. 931 approved Nov. 19, 1940.  
Amends Ordinance No. 510 to route as shown at beginning of route - subject to conditions of 510.

Sec. 3. Abandons 24th St. - Valencia St. to Guerrero St. - as set up in Ord. 510.

PAVING  
OBLIGATIONS

ORDINANCE NO. 510 - Sec. 4 - Clause "f" applies.

LAST CAR

Nov. 5, 1939 ceased to operate cars on Item 4 - 24th St. from Rhode Island St. to So. Van Ness Ave. Items 5, 6, & 7 - Valencia St. - 24th St. to Mission St. Car No. 9 operates; Mission St. - Valencia St. to 29th St. Various cars operate; 29th St. - Mission St. to Noe Sts.. Car No. 9 operates.





ORDINANCE NO. 1575 approved Apr. 16, 1942. Agreement between company, City and County of S.F., and Works Projects Administration. Exhibit "A," Item 3. 24th St. from South Van Ness Ave. to Rhode Island St. Remove rails and repave trenches with Portland cement, concrete or asphaltic concrete. This agreement is void due to cessation of activities of Works Projects Admin.

ORDINANCE NO. 2374 approved Sept. 24, 1943, provides in Exhibit "A," Item 1: 24th St. from South Van Ness Ave. to Rhode Island St., 7452 lin. ft. of single track to remove rails and repave trenches; 520 lin.ft. of single track, remove rails, repave trenches, and construct asphaltic concrete wearing surface over track area. Work to be completed within six months from date contract is certified by the Controller of the City and County. Ord. No. 1575 is repealed.

PROGRESS OF WORK

No work done on 24th St. east of South Van Ness Ave. Other parts of this line still have cars in operation.

REMARKS

In previous reports, Key No. 2 included Howard St. from Embarcadero to 13th St. Tracks removed and repaved from Steuart St. to 13th St., and now omitted from report. Wires and poles are property of the City. Howard St., Embarcadero to Steuart St. is now included in Key No. 4 - Folsom St. Line No. 36.

South Van Ness Ave. (formerly Howard St.) from 13th St. to 26th St. - tracks removed and repaved and now omitted from report. Wires and poles are property of the City.

All parts of this bus line come under provisions of Ord. No. 510, the provisions of which call for removal of tracks and repaving of trenches within three years from Nov. 5, 1939 or by Nov. 5, 1942.



KEY NO. 2

ESTIMATED COST OF WORK TO HAVE BEEN DONE

Under Ordinance Nos. 510 and 931 and to have been completed within 3 years from Nov. 5, 1939 or by Nov. 5, 1942 and not done. This is part of Ordinance No. 2374 for track removal - 1/2 to be paid by Company and 1/2 by City.

Remove - single track	7,972 lin.ft. @ \$ 1.08	\$8,609.76
Salvage	238.2 long tons 16.00	<u>3,811.20</u>
		4,798.56
Asphalt Pavement & Base	15,944 sq.ft. .26	4,145.44
Asphalt Top	3,640 sq.ft. .10	<u>364.00</u>
		\$9,308.00

(Used in Report of Dec. 31, 1943).

ESTIMATED COST OF WORK TO BE DONE

(Considering as maintenance as of Dec. 31, 1943).

Asphalt Pavement & Base	8,812 sq.ft. @ \$ .26	\$2,291.12
Asphalt Top	3,334 sq.ft. .10	333.40
Asphalt Top on Basalt Block	522 sq.ft. .18	93.96
Shim Rail	4,099 lin.ft. 1.50	<u>6,148.50</u>
		\$8,866.98

... and to have been ...  
 ... on the ...  
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... Report of Dec. 31, 1947.

... as of Dec. 31, 1947.

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1. EMBARCADERO - MARKET ST. to MISSION ST.
2. MISSION ST. - EMBARCADERO to COUNTY LINE

ORIGINAL FRANCHISES

ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Dec. 1, 1879.

East St. (Embarcadero) from Market St. to Mission St. Mission St. from East to 26th St. and thence along Mission St. and Mission Street Road to Cortland Ave.

Sec. 2. Sections 498, 500 and 502 apply.

Sec. 7. Clause "A" applies.

ORDER NO. 2291 not approved by Mayor or returned with his objections, became effective Nov. 29, 1890.

To City Railroad Co.

Acceptance filed Dec. 6, 1890.

Mission St. or Mission St. Road near Cortland Ave., to intersection with Silver Ave. Same conditions and restrictions as Order No. 1531.

ORDER NO. 2590 approved Dec. 6, 1892.

To City Railroad Co.

Acceptance filed Dec. 14, 1892.

Mission St. or Mission St. Road from Silver Ave. to southerly boundary of City and County of S.F. Same conditions and restrictions as Order Nos. 1531 and 2291.

OPERATE  
BY ELECTRICITY

ORDER NO. 2590 - Sec. 2.

To City Railroad Co.

Permission to operate whole or in part by electricity.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

RES. NO. 25,420 approved Apr. 2, 1926.

Bus permit revocable at will.

Mission St. - Excelsior Ave. to Silver Ave.,

revoked by Res. No. 29762.

RES. NO. 27762 approved Sept. 16, 1927.

Bus permit revocable at will.

Mission St. - Silver Ave. to Maynard St.

Bus Line No. 51.

RES. NO. 29762 approved Oct. 18, 1928

revokes Res. No. 25420. Bus permit revocable at will. Mission St. - Excelsior Ave. to Silver Ave. and Russia Ave. to Persia Ave.

1. The first item is a check for \$100.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of one hundred dollars (\$100.00). This check is being deposited into the State Treasury.

2. The second item is a check for \$50.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of fifty dollars (\$50.00). This check is being deposited into the State Treasury.

3. The third item is a check for \$25.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of twenty-five dollars (\$25.00). This check is being deposited into the State Treasury.

4. The fourth item is a check for \$10.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of ten dollars (\$10.00). This check is being deposited into the State Treasury.

5. The fifth item is a check for \$5.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of five dollars (\$5.00). This check is being deposited into the State Treasury.

6. The sixth item is a check for \$2.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of two dollars (\$2.00). This check is being deposited into the State Treasury.

7. The seventh item is a check for \$1.00, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of one dollar (\$1.00). This check is being deposited into the State Treasury.

8. The eighth item is a check for \$0.50, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of fifty cents (\$0.50). This check is being deposited into the State Treasury.

9. The ninth item is a check for \$0.25, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of twenty-five cents (\$0.25). This check is being deposited into the State Treasury.

10. The tenth item is a check for \$0.10, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of ten cents (\$0.10). This check is being deposited into the State Treasury.

11. The eleventh item is a check for \$0.05, dated 1/1/78, payable to the order of the Treasurer, State of New York, for the sum of five cents (\$0.05). This check is being deposited into the State Treasury.

KEY NO. 3

Line Nos. 11, 12, 14,  
36, B10, B26

1. EMBARCADERO - MARKET ST. to MISSION ST.
2. MISSION ST. - EMBARCADERO to COUNTY LINE

ORIGINAL FRANCHISES

ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Dec. 1, 1879.

East St. (Embarcadero) from Market St. to Mission St. Mission St. from East to 26th St. and thence along Mission St. and Mission Street Road to Cortland Ave.

Sec. 2. Sections 498,500 and 502 apply.

Sec. 7. Clause "A" applies.

ORDER NO. 2291 not approved by Mayor or returned with his objections, became effective Nov. 29, 1890.

To City Railroad Co.

Acceptance filed Dec. 6, 1890.

Mission St. or Mission St. Road near Cortland Ave., to intersection with Silver Ave. Same conditions and restrictions as Order No. 1531.

ORDER NO. 2590 approved Dec. 6, 1892.

To City Railroad Co.

Acceptance filed Dec. 14, 1892.

Mission St. or Mission St. Road from Silver Ave. to southerly boundary of City and County of S.F. Same conditions and restrictions as Order Nos. 1531 and 2291.

OPERATE

BY ELECTRICITY

ORDER NO. 2590 - Sec. 2.

To City Railroad Co.

Permission to operate whole or in part by electricity.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

RES. NO. 25,420 approved Apr. 2, 1926.

Bus permit revocable at will.

Mission St. - Excelsior Ave. to Silver Ave., revoked by Res. No. 29762.

RES. NO. 27762 approved Sept. 16, 1927.

Bus permit revocable at will.

Mission St. - Silver Ave. to Maynard St.

Bus Line No. 51.

RES. NO. 29762 approved Oct. 18, 1928

revokes Res. No. 25420. Bus permit revocable at will. Mission St. - Excelsior Ave. to Silver Ave. and Russia Ave. to Persia Ave.





RES. NO. 2147 (Code No. 15,091).

Approved Sept. 12, 1935.

Bus permit for 60 days. Route No. 1 - Mission St. Escelsior Ave. to Silver Ave., and Persia Ave. to Brazil Ave. Route No. 2 - Mission St. - Persia Ave. to Brazil Ave. and Russia Ave. to Persia Ave. Route No. 3 - Mission St. - Geneva Ave. to Amazon Ave. (Bus Line No. 50).

RES. NO. 2281 (Code No. 15,091).

Approved Dec. 5, 1935.

Bus permit for 45 days. Route No. 1 - Mission St. Geneva Ave. to Amazon Ave. (Bus Line No. 50). Route No. 2 - Mission St. - Brazil Ave. to Excelsior Ave. (Bus Line No. 52).

RES. NO. 2349 approved Jan. 29, 1939.

Bus permit, revocable at will. Mission St. - Geneva Ave. to Amazon Ave. (Bus Line No. 50).

RES. NO. 2366 approved Feb. 11, 1936.

Bus permit, revocable at will. Mission St. - Brazil Ave. to Excelsior Ave. (Bus Line No. 52).

RES. NO. 3440 approved Aug. 3, 1937.

Bus permit, revocable at will. Mission St. - Geneva Ave. to Amazon Ave. (Bus Line No. 50).

ORDINANCE NO. 280 (Series of 1939).

Approved Sept. 7, 1939.

Bus permit, unexpired term of operating permit. Mission St. - 14th St. to Embarcadero. (Line No. B10). Mission St. - 6th St. to Mint St. (Line No. B25). Mission St. - 5th St. to 6th St. (Line No. B25). Mission St. - 2nd St. to 1st St. (Line No. B27). Mission St. - 26th St. to 25th St. (Line No. B27).

ORDINANCE NO. 510 (Series of 1939).

Approved Feb. 28, 1940.

Bus permit, unexpired term of operating permit.

Sec. 1a. Mission St. - 18th St. to 14th St. (Line No. B26).

Sec. 1e. Mission St. - Bosworth St. to Richland Ave. (Line No. B23).

ORDINANCE NO. 931 (Series of 1939).

Approved Nov. 19, 1940.

Amends Sec. 1g, Ordinance No. 510 to read:

Mission St. - 29th St. to Valencia St. Provisions of Ordinance No. 510.

ORDINANCE NO. 1611 approved May 5, 1942.

Subject to conditions of Ordinance No. 280.

Bus permit, unexpired term of operating permit.

Mission St. - 14th St. to Embarcadero (Line No. 10).  
Mission St. - 6th St. to Mint St. (Line No. 25).  
Mission St. - 26th St. to 25th St. (Loop-Line 27).



ORDINANCE NO. 1575 approved Apr. 16, 1942  
Agreement between Company, City and County, and  
Works Projects Administration.  
Exhibit "B" Item 2 - calls for track and pavement  
reconstruction from Embarcadero to County Line.  
This agreement is void due to cessation of activi-  
ties by Works Projects Administration.

ORDINANCE NO. 2374 approved Sept. 24, 1943  
Exhibit "B" Item 2 - track and pavement reconstruc-  
tion. Mission St. - Embarcadero to County Line.  
To be commenced within 30 days after certification  
of contract and be completed within 2 years. Value  
of work to be done is \$19,870.00. Ordinance No  
1575 is repealed.

PAVING  
OBLIGATIONS

ORDINANCE NO. 280 - Section 5.  
Clause "E" applies.

ORDINANCE NO. 510 - Section 4.  
Clause "F" applies.

LAST CAR  
TO OPERATE

Some of the lines covered by these ordinances have  
ceased to operate, but Mission St. from the  
Embarcadero to County Line still has other lines  
operating so the real status is that cars are  
operating on Mission St.



KEY NO. 3

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

Asphalt Pavement & Base	158,125 sq.ft. @ \$ .26	\$41,112.50
Asphalt Top	65,181 sq.ft. @ .10	6,518.10
Asphalt Top on Basalt Block Base	31,726 sq.ft. @ .18	5,710.68
Shim Rail	70,266 lin.ft.@ 1.50	105,399.00
Shim Rail (Min.)	9,216 lin.ft.@ 1.50	<u>13,824.00</u>
		\$172,564.28





- 1. EMBARCADERO - MISSION ST. to HOWARD ST.
- 2. HOWARD ST. - EMBARCADERO to STEUART ST.
- 3. STEUART ST. - HOWARD ST. to FOLSOM ST.
- 4. FOLSOM ST. - STEUART ST. to PRECITA AVE.
- 5. PRECITA AVE. - FOLSOM ST. to YORK ST.

ORIGINAL FRANCHISESITEM 1

ORDER NO. 1889 passed over objections of

Mayor Dec. 27, 1886.

To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 29, 1886.

East St. (now Embarcadero) from intersection with Howard St. to Oakland Ferry.

Sec. 2. Sections 498,500, 502 & 503 apply.

Sec. 4. Section 499 applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2086 approved Aug. 2, 1889.

To North Beach & Mission Railroad Co.

Acceptance filed Aug. 2, 1889.

Folsom St. - from 2d St. to East St., and along

East St. to Market St. and Ferry landings.

Sec. 4. Sections 498, 500, 502 & 503 apply.

Sec. 4. Clause "D" applies.

RESOLUTION NO. 9892 N.S. passed Dec. 23, 1912

Abandon Embarcadero - Howard to Folsom St., Folsom

St. - Embarcadero to Steuart St.

ITEM 2

ORDER NO. 104 (2d Series)

(Not made from official copy - no date).

To S.F. & San Mateo Electric Railway Co.

Howard St. & Steuart Sts., along Howard St. to

East St. and along East St. opposite Ferry Depot.

Sec. 1-Second. Clause "B" applies.

Sec. 4. Clause "C" applies.

ITEM 3

ORDER NO. 2306 passed over objections of

Mayor Dec. 23, 1890.

To J. W. Hartzell, Joost, Thomas, etc.

Acceptance filed Dec. 29, 1890.

Sec. 1. Steuart St. from southerly line of Market St. to Harrison St.

Sec. 2. Sections 498,500, 502 & 503 apply. Clause "D" also applies.

Sec. 3. May use approved electrical appliances.

Sec. 4. Section 499 applies.

Sec. 7. Clause "A" applies.

ORDINANCE NO. 16 approved Mar. 8, 1900.

To S.F. & San Mateo Electric Railway Co.

Abandoned Steuart St. from Market St. to north line of Howard St. (granted by Order No. 2306).



ITEM 4

ORDER NO. 1523 approved Nov. 14, 1879.  
 To North Beach & Mission Railroad Co. of S.F.  
 Acceptance filed Nov. 21, 1879.  
 Folsom St. - First St. to Army St.  
     Sec. 2. Sections 498,500 & 502d apply.  
     Sec. 5. Section 499, joint use of tracks,  
 applies.

    Sec. 8. Clause "A" applies.  
ORDER NO. 1698 approved, Dec. 22, 1882.  
 To Omnibus Railroad & Cable Co.  
 Acceptance filed Dec. 30, 1882.  
 Army St. or Precita Ave. from Howard St., extended  
 to San Bruno Ave.  
     Sec. 2. Sections 498,500, 502 & 503 Civil  
 Code apply.  
     Sec. 4. Section 499 (joint use) applies.  
     Sec. 7. Clause "A" applies.

ITEM 5

ORDER NO. 105 (Second Series) in  
 Board of Supervisors Aug. 8, 1898.  
 To Market St. Railway Co.  
 Acceptance filed Aug. 8, 1898.  
 Precita Ave. - Folsom St. to Army St., connecting  
 with existing tracks on Folsom St. & Army St.  
     Sec. 2. Second. Clause "B" applies.  
     Sec. 4. Clauses "A" and "C" apply.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

TROLLEY BUS PERMITS ORDINANCE 15.0914 approved July 9, 1934.  
     Sec. 2. Folsom St. - 14th St. to 9th St.,  
 overhead electric bus line only between 6 PM and  
 6 AM.

ORDINANCE 15.09110 approved Aug. 20, 1935.  
     Sec. 2. Amends Ordinance 15.0914 to read:  
 Folsom St. - 14th St. to 18th St.

BUS PERMITS

ORDINANCE NO. 280 approved Sept. 7, 1939.  
 To Market St. Railway Co. for unexpired term of  
 operating permit.  
 From San Bruno Ave. to Army St.; along Army St.,  
 to Precita Ave.; along Precita Ave. to Folsom St.;  
 along Folsom St. to Steuart St.; along Steuart St.  
 to Howard St.; along Howard St. to Embarcadero;  
 along Embarcadero to Ferry Building. Return along  
 same route. Known as No. 36 Line.

ORDINANCE NO. 510 approved Feb. 28, 1940.  
 Covers same as Ordinance No. 280.  
 From Ferry Building to Folsom St., and thence along  
 Folsom St. to 2nd St. (Part of Line No. 28).

Nov. 14, 1951  
At 10:00 AM, a letter was received from the  
American Civil Liberties Union, dated Nov. 14, 1951.  
The letter was from the American Civil Liberties Union,  
c/o 1000 Broadway, New York 10, New York.  
The letter was dated Nov. 14, 1951, and was signed  
by the American Civil Liberties Union.

Re: American Civil Liberties Union, New York, New York.  
The American Civil Liberties Union, New York, New York,  
has advised that it has received a letter from the  
American Civil Liberties Union, New York, New York,  
dated Nov. 14, 1951, and signed by the American  
Civil Liberties Union, New York, New York.  
The letter was dated Nov. 14, 1951, and was signed  
by the American Civil Liberties Union, New York, New York.

The American Civil Liberties Union, New York, New York,  
has advised that it has received a letter from the  
American Civil Liberties Union, New York, New York,  
dated Nov. 14, 1951, and signed by the American  
Civil Liberties Union, New York, New York.  
The letter was dated Nov. 14, 1951, and was signed  
by the American Civil Liberties Union, New York, New York.

From Nov. 9, 1951 to Nov. 14, 1951.  
The American Civil Liberties Union, New York, New York,  
has advised that it has received a letter from the  
American Civil Liberties Union, New York, New York,  
dated Nov. 14, 1951, and signed by the American  
Civil Liberties Union, New York, New York.

The American Civil Liberties Union, New York, New York,  
has advised that it has received a letter from the  
American Civil Liberties Union, New York, New York,  
dated Nov. 14, 1951, and signed by the American  
Civil Liberties Union, New York, New York.  
The letter was dated Nov. 14, 1951, and was signed  
by the American Civil Liberties Union, New York, New York.

ORDINANCE NO. 1611 approved May 5, 1942.  
Does not change route of Line 36 from that of  
Ordinance No. 280.

PAVING  
OBLIGATIONS

ORDINANCE NO. 280 - Sec. 5.  
Clause "E" applies.  
ORDINANCE NO. 510 - Sec. 4.  
Clause "F" applies.

LAST CAR  
PAVING  
OBLIGATIONS

Still operating at this date.  
ORDINANCE NO. 1575 (Series of 1939).  
Approved April 16, 1942.  
Agreement between Company, City and County, and  
Works Projects Administration, to do certain work.  
Exhibit "B" - Track and pavement reconstruction.  
Folsom St. from west line of Steuart St. to north  
line of 14th St. No work done and will not be  
fulfilled due to cessation of activities of Works  
Projects Administration.

ORDINANCE NO. 2374 approved Sept. 24, 1943.  
Exhibit "B" Item 5 - Track and pavement reconstruc-  
tion on Folsom St. - west line of Steuart St. to  
north line of 14th St. Work to be commenced  
within 30 days after certification of contract  
for track removal of Exhibit "A" and be completed  
within two years. Value of Work \$5,580.00. -  
Ordinance No. 1575 is repealed.

REMARKS

Work to be done under Exhibit "B" in Ordinance  
No. 2374 is not credited in this account but is  
listed as a separate item.



KEY NO. 4

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

Asphalt Pavement & Base	6,753 sq.ft.	@ \$ .26	\$ 1,755.78
Asphalt Top	26,275 sq.ft.	.10	2,627.50
Asphalt Top on Basalt Base	9,289 sq.ft.	.18	1,672.02
Shim Rail	1,707 lin.ft.	1.50	2,560.50
Shim Rail (Min.)	1,160 lin.ft.	1.50	1,740.00

Total \$10,355.80

Folsom St. - West line of Steuart St. to northerly line of 14th St.

Asphalt Pavement & Base	4,890 sq.ft.	@ \$ .26	\$ 1,271.40
Asphalt Top	20,971 sq.ft.	.10	2,097.10
Asphalt Top on Basalt			
Block Base	9,289 sq.ft.	.18	1,672.02
Shim Rail	1,105 lin.ft.	1.50	1,657.50
Shim Rail (Min.)	1,080 lin.ft.	1.50	1,620.00

Total \$ 8,318.02

Remainder of Line:

Asphalt Pavement & Base	1,863 sq.ft.	\$ .26	\$ 484.38
Asphalt Top	5,304 sq.ft.	.10	530.40
Shim Rail	602 lin.ft.	1.50	903.00
Shim Rail (Min.)	80 lin.ft.	1.50	120.00

Total \$ 2,037.78

	Asphalt Pavement & Base	Asphalt Top	Asphalt Top on B.B.	Shim Lin.Ft.	Shim Lin.Ft. (Min.)	Cost
Howard St.						
Embarcadero-						
Steuart St.	100	418				\$ 67.80
Steuart St.						
Howard-Folsom	220	598		110		282.00
Folsom St.						
Steuart-Precita	6011	25259	9289	1386	1160	9,579.78
Precita Ave.						
Folsom-York	422			211		426.22
	6753	26275	9289	1707	1160	
	\$1755.78	\$2627.50	\$1672.02	\$2560.50	\$1740.00	\$10,355.80





- |                  |               |                  |
|------------------|---------------|------------------|
| 1. VALENCIA ST.  | - MARKET ST.  | to MISSION ST.   |
| 2. 29TH ST.      | - MISSION ST. | to NOE ST.       |
| 3. CORTLAND AVE. | - MISSION ST. | to FOLSOM ST.    |
| 4. RICHLAND AVE. | - ANDOVER ST. | to MISSION ST.   |
| 5. LEESE ST.     | - MISSION ST. | to RICHLAND AVE. |

ITEM 1

ORIGINAL FRANCHISES

ORDER NO. 1514 approved Sept. 20, 1879.  
To Market Street Railway Co.  
Acceptance filed Sept. 23, 1879.

Sec. 1. Seventh - Commencing at intersection of Valencia and Market Sts, thence along Valencia St. to Mission St.

Sec. 2. Sections 498,500 & 502 apply,

Sec. 5. Section 499 applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882.  
To Market Street Railway Co.  
Amends Sec. 1 of Order No. 1514 but not as to this line.

ITEMS 2-3-4-5

ORDER NO. 2590 approved Dec. 6, 1882.  
To City Railroad Company.  
Acceptance by grantee filed with Supervisors Dec. 6, 1892.  
29th St. from Mission St. to Noe St. Cortland Ave. from Mission St. to Butler (Folsom) St. Richland Ave. from Mission St. to Andover Ave.; along Andover Ave. to East Park St.; along East Park St. Holly Park Ave. and West Park St. to Holly St. (Leese St.) and along Holly St. (Leese St.) from Mission St. to Richland Ave.

Sec. 1. Clauses of Order Nos. 1531 and 2291.  
Order No. 1531 refers to Sects. 498,500 & 502.

Sec. 7. Clause "A" applies.

Order No. 2291 refers to conditions of Order 1531.

Sec. 2 of Order No. 2590, propel by electricity or other mechanical modern appliances.

BUS PERMITS

ORDINANCE NO. 510 approved Feb. 28, 1940.  
Sec. 1E. Bosworth St. from Diamond to Mission Sts. Mission St. from Bosworth St. to Richland Ave. Richland Ave. - from Mission St. to Andover St. Andover St. - from Richland Ave. to Crescent Ave. Crescent Ave. - from Andover St. to Moultrie St. Moultrie St. - from Crescent Ave. to Ogden Ave. Ogden Ave. - from Moultrie St. to Andover St. Andover St. - from Ogden Ave. to Richland Ave.

PERIOD OF PERMIT

Unexpired term of operating permit.



PAVING  
OBLIGATION

ORDINANCE NO. 510 - Sec. 4  
Clause "E" applies.

ORDINANCE NO. 1575 approved Apr.16,1942.  
Agreement between Company, City and County, and  
Works Projects Administration.  
Exhibit "A", Item 10 - Richland Ave. and Leese St.  
some rail to be removed and trench paved and re-  
mainder to remove rail, pave trench, and place  
wearing surface over track area. No work done  
and project dead due to cessation of activities  
of Works Projects Administration. Ordinance re-  
pealed by Ordinance No. 2374 approved Sept.24, 1943.

LAST CAR

Cars still operating over all tracks.

REMARKS

This Key No. 5 comprises Key Nos. 5, 16, & 20 of  
previous reports.



KEY NO. 5

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

Asphalt Pavement & Base	179,279 sq.ft.	@ \$ .26	\$ 46,612.54
Asphalt Top	2,207 sq.ft.	.10	220.70
Asphalt Top on Basalt			
Block Base	1,732 sq.ft.	.18	311.76
Shim Rail	27,448 lin.ft.	1.50	41,172.00
Shim Rail (Min.)	25,482 lin.ft.	1.50	38,223.00
			<u>\$126,540.00</u>

	Asphalt Pavement & Base	Asphalt Top	Asphalt Top on Basalt Block Base	Shim Rail	Shim Rail (Min.)	Est. Cost
	Sq. Ft.	Sq. Ft.	Sq. Ft.	Lin. Ft.	Lin.Ft.	
Valencia St. (Market St. to Mission St.)	109,501	491		7,836	15,386	\$63,352.36
29th St. (Mission to Noe St.)	41,872	7		18,710	4,486	45,681.42
Cortland Ave. (Mission to Folsom St.)	26,184	113	1,086	672	5,610	16,437.62
Richland Ave. (Mission to Andover St.)	1,390	1,129	646	230		935.58
Leese St. (Mission St. to Richland Ave.)	332	467				133.02
	<u>179,279</u>	<u>2,207</u>	<u>1,732</u>	<u>27,448</u>	<u>25,482</u>	
	\$46,612.54	\$220.70	\$311.76	\$41,172	\$38,223	\$126,540.00

# STANDARD

1. 100.00  
 2. 100.00  
 3. 100.00  
 4. 100.00  
 5. 100.00  
 6. 100.00  
 7. 100.00  
 8. 100.00  
 9. 100.00  
 10. 100.00

Item	QTY	UNIT	PRICE	TOTAL
1. 100.00	1	100.00	100.00	100.00
2. 100.00	1	100.00	100.00	100.00
3. 100.00	1	100.00	100.00	100.00
4. 100.00	1	100.00	100.00	100.00
5. 100.00	1	100.00	100.00	100.00
6. 100.00	1	100.00	100.00	100.00
7. 100.00	1	100.00	100.00	100.00
8. 100.00	1	100.00	100.00	100.00
9. 100.00	1	100.00	100.00	100.00
10. 100.00	1	100.00	100.00	100.00

1. 100.00  
 2. 100.00  
 3. 100.00  
 4. 100.00  
 5. 100.00  
 6. 100.00  
 7. 100.00  
 8. 100.00  
 9. 100.00  
 10. 100.00



- |                    |                   |                                    |
|--------------------|-------------------|------------------------------------|
| 1. 5TH ST.         | - MARKET ST.      | to MISSION ST.                     |
| 2. MISSION ST.     | - 5TH ST.         | to 6TH ST. (In Key No. 3)          |
| 3. 6TH ST.         | - MISSION ST.     | to BRYANT ST.                      |
| 4. BRYANT ST.      | - 6TH ST.         | to ARMY ST.                        |
| 5. ARMY ST.        | - BRYANT ST.      | to BAY SHORE BLVD.                 |
| 6. BAY SHORE BLVD. | - ARMY ST.        | to SAN BRUNO AVE. at ALEMANY BLVD. |
| 7. SAN BRUNO AVE.  | - BAY SHORE BLVD. | to 3RD ST. at WILDE AVE.           |

ITEM 1ORIGINAL FRANCHISES

ORDER NO. 1514 approved Sept. 20, 1879.

To Market St. Railway Co.

Acceptance filed Sept. 23, 1879.

Sec. 1. Third. 5th - Market to Bluxome Sts.

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 5. Section 499 of Civil Code applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882.

To Market St. Railway Co.

Amending Order No. 1514; does not affect this line.

ORDER NO. 2289 passed over objections

of Mayor Dec. 9, 1890.

To Market St. Railway Co.

Amending Order Nos. 1676 and 1514; do not affect this line.

ORDER NO. 1531 approved Nov. 28, 1879.

To City Railroad Co.

Acceptance filed Dec. 1, 1879.

5th St. - Mission St. to Market St.; along Market St. to Dupont St. (now Grant Ave.); Mission St. - East St. to 26th St.

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 7. Clause "A" applies.

ITEM 3

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

Sec. 1. 6th St. across Market St. from Taylor St. to 6th St.; thence along 6th St. to Brannan St. (Our Item 3).

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 8. Clause "A" applies.

ORDINANCE 15.0916 approved May 15, 1935.

6th St. between Folsom and Bryant Sts.

Authorize Market St. Railway Co. to abandon service and remove tracks.

1950

ORDINANCE NO. 15.09111 approved

Aug. 20, 1935.

To Market St. Railway Co.

6th St. between Folsom and Bryant Sts.

To construct double tracks for unexpired term of operating permit.

ORDINANCE NO. 15.09117 approved

Aug. 31, 1936.

6th St. - Market to Mission Sts.

Authorize Market St. Railway Co. to abandon service and remove tracks. (Refers to Order No.

1890 passed over objections of Mayor Dec. 27, 1886 but this order does not pertain to this street)

ITEM 4

ORDER NO. 2086 approved Aug. 2, 1889.

To North Beach and Mission Railroad Co.

Acceptance filed Aug. 2, 1889.

Bryant Ave. (now Bryant St.) - 26th to 25th Sts.: 25th to 22d Sts.; Bryant Ave. (now Bryant St.) - 22d St. to Channel St.; thence across Channel St. to Bryant St.; thence along Bryant St. to 2d St.

Sec. 4. Sections 498, 500, 502 & 503 of Civil Code apply. Clause "D-2" applies.

ORDER NO. 2306 passed over objections

of Mayor Dec. 23, 1890.

To Hartzell, Joost and Thomas.

Acceptance filed Dec. 29, 1890.

Bryant St. - East St. (now Embarcadero) to 8th St.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code applies. Clause "D-1" applies.

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2469 approved Nov. 18, 1891.

To Stump, Doble, Lilienthal, et al.

Acceptance filed Dec. 4, 1891.

On 6th St. - Mission to Brannan Sts. with consent of Central Railroad Co.

Sec. 3. Clause "B" applies.

Sec. 8. Clause "A" applies.

Sec. 9. Section 499 (joint use) Civil Code applies

ORDER NO. 2788 in Supervisors August 1,

1894 after bids received.

To Market St. Railway Co.

Acceptance filed Aug. 17, 1894.

Bryant St. - from 26th St. to Army St.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "D-1" apply.

May 22, 1911 City Attorney in opinion to Board of Supervisors states franchise for Bryant St. from 26th to Army St. forfeited due to not conforming to Sec. 502 of Civil Code.

RESOLUTION NO. 8516 N.S. approved Sept.

19, 1911.

To Paul B. Fay - Revocable at will of Supervisors. Bryant St.- 26th to Army Sts. - operate and maintain between existing tracks, standard gage, to satisfaction of Board of Public Works. Pave bet. rails and 2 ft. each side during continuance of permit.



ITEM 5

ORDER NO. 1698 approved Dec. 22, 1882.

To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 30, 1882.

Howard St. extended to Army St.; along Army St. to San Bruno Ave.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code apply.

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 105 (second series) in Board of Supervisors Aug. 8, 1898 after bids were received.

To Market St. Railway Co.

Acceptance filed Aug. 8, 1898.

Army St. - Folsom St. to San Bruno Ave.

Sec. 2. Second. Clause "B" applies.

Sec. 4. Clause "D" applies.

ORDINANCE NO. 15.09113 approved Dec. 16, 1935.

Abandon Army St. - Folsom to Bryant Sts.

Relay " " - Bryant St. to Potrero Ave.

ITEM 6

ORDER NO. 2065 passed over objections of Mayor Jan. 17, 1889.

To Omnibus Cable Co.

San Bruno Ave. or road from Nebraska (now San Bruno Ave.) to 15th Ave. (now Oakdale).

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

ITEM 7

Bay Shore Blvd. & San Bruno Ave. - 15th Ave. (now Oakdale) to 3rd St. at Wilde Ave.

Cannot find franchise for this portion.

USE OF ELECTRICITY

Item 1. Resolution No. 905.

Item 3. Resolution 3098 (fourth series).

Item 3. Order No. 2469.

Item 4. Order No. 2086.

Item 6. Order No. 2788.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 280 approved Sept. 7, 1939.

San Bruno Ave. from Wilde Ave. to Bay Shore Blvd.;

Bay Shore Blvd. - from San Bruno Ave. to Army St.;

Army St. - from Bay Shore Blvd. to Bryant St.;

Bryant St. - from Army St. to 6th St.; 6th St. -

from Bryant St. to Mission St.; Mission St. -

from 6th St. to Mint St.; Mint St. - from Mission

St. to Jessie St.; Jessie St. - from Mint St. to

5th St.; 5th St. - from Jessie St. to Mission St.;

and returning along same route and known as the

No. B25 Line.



ORDINANCE NO. 1611 approved May 5, 1942 did not change route of No. B25 Line or No. B27 Line on route listed as covering the same streets as Line B25.

ORDINANCE NO. 510 approved Feb. 28, 1940 does not affect this line.

ORDINANCE NO. 280  
Clause "E" applies.

ORDINANCE NO. 1575 approved Apr. 16, 1942. Agreement between Company, City and County and Works Projects Administration.

Exhibit "A," Item 1 (our Item 7).

San Bruno Ave. - from west line of Bay Shore Blvd. to Arleta Blvd. Part to have rails removed and trenches paved, and part to have rails removed, trenches repaved and construct asphaltic concrete wearing surface over track area.

Exhibit "A," Item 2 (our Item 6).

Bay Shore Blvd. - from southerly rail of Army St. to west line of Bay Shore Blvd. Remove rails and pave trenches.

No work has been done and the agreement is dead, due to cessation of activities of Works Projects Administration. Ordinance No. 1575 repealed by Ordinance No. 2374 approved Sept. 24, 1943.

Cars still operating.

PAVING  
OBLIGATIONS

LAST CAR



1. The first item is a letter from the  
2. The second item is a letter from the  
3. The third item is a letter from the

4. The fourth item is a letter from the  
5. The fifth item is a letter from the

6. The sixth item is a letter from the  
7. The seventh item is a letter from the

8. The eighth item is a letter from the  
9. The ninth item is a letter from the

10. The tenth item is a letter from the  
11. The eleventh item is a letter from the

12. The twelfth item is a letter from the  
13. The thirteenth item is a letter from the

14. The fourteenth item is a letter from the  
15. The fifteenth item is a letter from the

16. The sixteenth item is a letter from the  
17. The seventeenth item is a letter from the

18. The eighteenth item is a letter from the

19. The nineteenth item is a letter from the

KEY NO. 6

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

Asphalt Pavement & Base	38,924 sq.ft. @	\$ .26	\$10,120.24
Asphalt Top	36,667 sq.ft.	.10	3,666.70
Shim Rail	9,536 lin.ft.	1.50	14,304.00
Shim Rail (Min.)	3,540 lin.ft.	1.50	<u>5,310.00</u>
Estimated Cost			\$33,400.94

	Asphalt Pavement & Base Sq. Ft.	Asphalt Top Sq. Ft.	Shim Rail Lin.Ft.	Shim Rail (Min.) Lin.Ft.	Cost
5th St.					
Market-Mission		3425			\$ 342.50
Mission St.					
5th St.-6th St.			Key No. 3		
6th St.					
Mission-Bryant	5120	4229	2560		5,594.10
Bryant St.					
6th-Army	14751	8151	3936	1412	12,672.36
Army St.					
Bryant St. to					
Bay Shore Blvd.					
Bay Shore Blvd.					
Army St. to					
San Bruno Ave.	450	1908		100	457.80
San Bruno Ave.					
Bay Shore Blvd.	18603	18954	3040	2028	14,334.18
to Wilde Ave.					
	38924	36667	9536	3540	
	\$10,120.24	\$3,666.70	\$14,304.00	\$5,310.00	\$33,400.94



- |                   |                  |    |               |
|-------------------|------------------|----|---------------|
| 1. MONTEREY BLVD. | - GENESEE ST.    | to | DIAMOND ST.   |
| 2. DIAMOND ST.    | - MONTEREY BLVD. | to | CHENERY ST.   |
| 3. CHENERY ST.    | - DIAMOND ST.    | to | 30TH ST.      |
| 4. 30TH ST.       | - CHENERY ST.    | to | SAN JOSE AVE. |
| 5. SAN JOSE AVE.  | - 30TH ST.       | to | GUERRERO ST.  |
| 6. GUERRERO ST.   | - SAN JOSE AVE.  | to | 14TH ST.      |
| 7. 14th ST.       | - GUERRERO ST.   |    | MISSION ST.   |

ITEM 1ORIGINAL FRANCHISESORDER NO. 2904 in Board of Supervisors

Sept. 16, 1895.

To Market St. Railway Co. after bids were received for franchise.

Acceptance filed Oct. 4, 1895.

Along Sunnyside Ave. (now Monterey Blvd) from Circular Ave. to point where Plymouth Ave. extended north intersects Sunnyside Ave. (now Monterey Blvd)

Sec. 2. Second - Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ITEM 2ORDER NO. 2306 passed over Mayor's

objections Dec. 23, 1890.

To Hartzell, Joost &amp; Thomas.

Acceptance filed Dec. 29, 1890.

14th St. - Harrison St. to Dolores St. Guerrero St.

14th St. to San Jose Ave. San Jose Ave., -

Guerrero St. to 30th St. 30th St. - San Jose Ave.

to Chenery St. Chenery St. - 30th St. to Croton

Ave. (now Diamond St.). Croton Ave. (now Diamond

St.) - Chenery St. to Old San Jose Road.

Sec. 2. Sections 498, 500, 502 &amp; 503 Civil

Code apply. Clause "D-1" applies.

Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2723 approved Dec. 18, 1893.

To S.F. and San Mateo Railway Co.

Acceptance filed Dec. 26, 1893.

Franchise surrendered Feb. 9, 1931. Does not apply to these lines except for a very short distance.

USE OF ELECTRICITYORDER NO. 2904 approved Sept. 16, 1895.

Sec. 3. .... to propel cars over said railroad by electricity.

ORDER NO. 2306 approved Dec. 23, 1890.

Sec. 3. .... or most improved electrical appliances.

RES. NO. 5151 (3rd Series) in Supervisors

May 18, 1891.

To S.F. and San Mateo Railway Co.

Maintain poles already erected. Hereafter erect such poles as this Board may designate and determine as suitable in lieu of poles now erected in conformity with franchise granted....which is hereby approved.

[illegible][illegible]

BUS PERMIT

ORDINANCE NO. 280 (Series of 1939)

approved Sept. 7, 1939.

To Market St. Railway Co. for unexpired term of operating permit.

Monterey Blvd. - Genessee to Diamond St.; Diamond St. - Monterey Blvd. to Chenery St.; Chenery St. - Diamond St. to 30th St.; 30th St. - Chenery St. to San Jose Ave.; San Jose Ave. - 30th St. to Guerrero St.; Guerrero St. - San Jose Ave. to 14th St.; 14th St. - Guerrero St. to Mission St. Remainder of line is along Mission St. to Embarcadero; along Embarcadero to Ferry Bldg. (Part of Line No. 12).

ORDINANCE NO. 1611 approved May 5, 1942.

Does not affect these lines.

RES. NO. 2526 approved Mar. 31, 1942.

Permit revocable at will for period of duration of the war. Part of Bus Line No. 56 - Guerrero St. - 26th St. to Army St.

LAST CAR

April 16, 1942 - 14th & Valencia to Guerrero St., and along remainder of line.

The section of track covered by Item No. 1 - Monterey Blvd. from Genessee to Diamond Sts. has no physical connection with any other trackage. Cars could be operated along a portion of this line from 14th & Mission Sts. to 30th St. and San Jose Ave.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

PAVING

OBLIGATIONS

ITEMS 1-7 Incl.

ORDINANCE NO. 280 - Sec. 5

Clause "E" applies.

ORDINANCE NO. 1575 approved Apr. 16, 1942.

Agreement between company, City and County, and Works Projects Administration.

Exhibit "A", Item 4 - 14th St., westerly rail on Valencia St. to easterly line of Guerrero St.

Remove 1128 lin.ft. of track and repave trenches.

Item 5 - Guerrero St. and San Jose Ave. from easterly line of Guerrero at 14th St. to westerly line of San Jose Ave. at 30th St. Remove 18,855 lin.ft. of single track, ties, and all pavement in track area; construct 6 inch concrete base and 2 inch asphaltic concrete surface and asphaltic concrete conform. Item 6 - 30th St., westerly line of San Jose Ave. to southerly line of 30th St. at Chenery. Remove 1460 lin.ft. of single track, repave trenches, asphaltic surface over track area. Item 7 - Chenery and Diamond Sts., from southerly line of 30th St. at Chenery St. to northerly line of Circular Ave. at Diamond St.

Remove 8257 lin.ft. single track and repave trenches. Remove 1600 lin.ft. single track and





WORK DONE

repave trenches, asphaltic surface over track area. Item 8 - Monterey Blvd. and Circular Ave. from the northerly line of Circular Ave. at Diamond St. to end of track on Monterey Blvd. west of Genessee St. Remove 6356 lin.ft. single track and repave trenches, asphaltic concrete wearing surface over track area.

The following work has been done under the agreement: Item 6 - (our Item 4) - 30th St. from west line of San Jose Ave. to Chenery St. Single track San Jose Ave. to Dolores St. to be removed, remainder removed and repaved. Item 7 (our Item 3) - Chenery St. - 30th St. to Diamond St. Tracks removed and repaved. Item 7 (our Item 2) - Diamond St. - Chenery St. to San Jose Ave. Tracks removed and repaved. No further work will be done under this agreement due to cessation of activities of Works Projects Administration.

ORDINANCE NO. 2374 approved Sept. 24, 1943.

Exhibit "A." Item 2 (part of our Item 7) - 14th St. - west rail of Valencia St. to east line of Guerrero St. Remove 1128 lin.ft. of single track, repave trenches. Item 3 (our Items 5 & 6) - Guerrero St. and San Jose Ave. from easterly line of Guerrero St. at 14th St. to westerly line of San Jose Ave. at 30th St. Remove 16,775 lin.ft. of single track, repave trenches, asphaltic concrete wearing surface over all track area. Remove 2080 lin.ft. single track, ties and pavement in track area. Construct new 6-inch concrete base and 2-inch asphaltic concrete wearing surface and asphaltic concrete conform Item 4 (our Item 4) - 30th St. - from the westerly line of San Jose Ave. to 70 feet west of easterly line of Dolores St. (southerly track only). Remove 260 lin.ft. of single track, repave trenches, construct asphaltic concrete wearing surface over track area. Ordinance No. 1575 is repealed by Ordinance No. 2374.



KEY NO. 7

As of December 31, 1943

R- 31



KEY NO. 3

Line Nos. 15, B15, 16, B16

1. NORTH POINT ST.	- POWELL ST.	to MASON ST. )	} Bus Loop
2. MASON ST.	- NORTH POINT ST.	to BAY ST.	
3. BAY ST.	- MASON ST.	to POWELL ST.)	
4. POWELL ST.	- NORTH POINT ST.	to BROADWAY	
5. BROADWAY	- MASON ST.	to KEARNY ST.	
6. KEARNY ST.	- BROADWAY	to MARKET ST.	
7. 3RD ST.	- MARKET ST.	to SAN BRUNO AVE.	
8. SAN BRUNO AVE.	- THIRD ST.	to BAY SHORE BLVD.	
9. BROADWAY	- KEARNY ST.	to EMBARCADERO	
10. EMBARCADERO	- BROADWAY	to FERRY BLDG.	

From Item 8 to end of Bus Line No. 15 see route under Bus Permits as street car tracks are involved.

ORIGINAL FRANCHISES

ORDER NO. 1839 passed over objections of

Mayor Nov. 23, 1885.

To Bay Shore and South S.F. Street Railway Co.

Acceptance filed Nov. 30, 1885.

Powell St. - Jefferson St. to Market St. (Item 4).

Sec. 2. Sections 498,500, 502 & 503 of

Civil Code apply. Class "D-1" applies.

ORDER NO. 1856 passed over objections of

Mayor June 1, 1886 - same as Order No. 1839,

Acceptance filed June 7, 1886.

ORDER NO. 2019 approved Dec. 18, 1888.

To Ferries & Cliff House Railway Co., successors

to Bay Shore and South S.F. Street Railway Co.

Abandon Powell St. - Jefferson St. to Jackson St.

(Item 4), as granted in Order Nos. 1839 & 1856,

ORDER NO. 1532 approved Nov. 28, 1879.

To Omnibus Railroad Co. of S.F.

Acceptance filed Nov. 28, 1879.

Sec. 1. Powell St. - Union St. to its

northern end. (Item 4). Third St. - southern end

to Howard St. (Item 7). Third St. - Market St. to

Howard St. (Item 7).

Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 5. Section 499 (joint tracks) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1889 passed over objections of

Mayor Dec. 24, 1886.

To Omnibus Railroad & Cable Co.

Acceptance filed Dec. 29, 1886.

Sec. 1. Third St. - Townsend St. to Berry St.,

(Item 7). Berry St. - Third St. to Fifth St.

(Item 7).



Sec. 2. Sections 498,500, 502 & 503 of Civil Code apply.

Sec. 3. May use electricity.

Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 1523 approved Nov. 14, 1879.

To North Beach and Mission Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.

From Broadway and Dupont St. (now Grant Ave.)

along Broadway to Powell St.; along Powell St. to

Montgomery Ave. (now Columbus Ave.). (Item 4).

Kearny St. from Market St. to Pacific Ave. (Item No. 6).

Sec. 2. Sections 498,500 & 502 Civil Code apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 2304 passed over objections

of Mayor Dec. 23, 1890.

To Moffatt, Reinstein & Eisner.

Acceptance filed Dec. 31, 1890.

East St. (now Embarcadero) - Market St. to

Broadway. (Items 9-10). Broadway - East St. to

Powell St. (Items 5&9).

Sec. 4. Sections 498,500, 502 & 503 Civil Code apply. Clauses "D-1" and "A" apply.

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

Kearny St. - Bush St. to Post St. (Item 6).

Sec. 2. 498,500 & 502 Civil Code apply.

Sec. 8. Clause "A" applies.

ORDER NO. 2788 in Board of Supervisors

Aug. 1, 1894 after bids were received.

To Market St. Railway Co. -(Bid of \$5,105.00).

Acceptance filed Aug. 17, 1894.

Kearny St. - Pacific St. to Broadway.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

#### ITEM 8

ORDER NO. 2469 approved Nov. 18, 1891.

To Stump, Doble, Lillenthal, et al.

Acceptance filed Dec. 4, 1891.

Kentucky St. (now Third) from Solano St. (now

18th) to and across Tulare St., Islais Creek

Channel and Islais St. to Railroad Ave. (now Third)

and along Railroad Ave. to 16th Ave. (now Palou).

Kentucky St. (now Third) Solano St. (now 18th)

to Fourth St, along 4th St. to King St.

Sec. 3. First. Clause "B" applies.

Second. Clause "B" applies.

Sec. 8. Clause "A" applies.



Sec. 2. Section 198, 200, 202 & 203 of

Civil Code

Sec. 3. May use of machinery.

Sec. 4. "A" clause.

Sec. 5. "A" clause.

To North St. and Market St. on N.W.

Interchange filed Nov. 21, 1901.

From Broadway and Duane St. (now Grant Ave.)

Along Broadway to Powell St. (now Grant Ave.)

Interchange filed Nov. 21, 1901.

From Market St. to Pacific Ave. (now

No. 2).

Sec. 2. Section 198, 200 & 202 Civil Code

apply.

Sec. 3. Section 198 (joint use) apply.

Sec. 4. "A" clause.

Sec. 5. "A" clause.

Sec. 6. "A" clause.

Sec. 7. "A" clause.

Sec. 8. "A" clause.

Sec. 9. "A" clause.

Sec. 10. "A" clause.

Sec. 11. "A" clause.

Sec. 12. "A" clause.

Sec. 13. "A" clause.

Sec. 14. "A" clause.

Sec. 15. "A" clause.

Sec. 16. "A" clause.

Sec. 17. "A" clause.

Sec. 18. "A" clause.

Sec. 19. "A" clause.

Sec. 20. "A" clause.

Sec. 21. "A" clause.

Sec. 22. "A" clause.

Sec. 23. "A" clause.

Sec. 24. "A" clause.

Sec. 25. "A" clause.

Sec. 26. "A" clause.

Sec. 27. "A" clause.

Sec. 28. "A" clause.

Sec. 29. "A" clause.

Sec. 30. "A" clause.

Sec. 31. "A" clause.

Sec. 32. "A" clause.

Sec. 33. "A" clause.

Sec. 34. "A" clause.

Sec. 35. "A" clause.

Sec. 36. "A" clause.

Sec. 37. "A" clause.

RESOLUTION NO. 11029(N.S.) in  
Supervisors July 13, 1914.  
Operate over S.P. Viaduct (Ordinance No. 1095)  
Remove tracks, poles and wires on Kentucky St.  
(3rd St.). Does not affect any franchise rights  
that United Railroads now has on Kentucky St.

ORDINANCE NO. 3091 (new series)  
January 21, 1915.  
To United Railroad Co. of S.F.  
Cease operation of cars on Berry St. - 3rd to 4th  
Sts; and 4th St. from Berry St. across 4th St.  
Bridge to Kentucky St.(now 3rd St.); and operate  
on 3rd St. from Berry St. across 3rd St. Bridge  
over Channel to Kentucky St. (now 3rd St.) beyond  
4th St.

ORDER NO. 209 (2nd series) in Board of  
Supervisors July 31, 1899.  
To Market St. Railway Co. after bids were received.  
Acceptance filed Aug. 16, 1899.  
Railroad Ave. (now 3rd St.) from 16th Ave. South  
(now Palou Ave.) to San Bruno Ave. and Milliken  
St. (now San Bruno Ave.) along Milliken St. to  
point 20 feet north of County Line.

Sec. 2. First. Clause "B" applies.

Second. Clause "A" and "D-2" apply.

#### USE OF ELECTRICITY

RES. NO. 11447 (3rd series) in Board of  
Supervisors Dec. 3, 1894.  
Poles shall be iron.

#### REMARKS

There is no franchise for Broadway from Powell to  
Mason Sts.

#### OPERATING PERMIT

From Feb. 9, 1931 for 25 years.  
Operating permit includes streets for which there  
are no franchises. Order No. 2019 is not among  
those listed as surrendered.

#### BUS PERMITS

ORDINANCE NO. 280 approved Sept. 7, 1939;  
also Ordinance No. 1611 approved May 5, 1942.  
(Same as No. 280 as regards this line).  
Third St. - Townsend to Bryant. Line No. B-27.  
(Our Key No. 6).

ORDINANCE NO. 510 approved Feb. 28, 1940.  
Sec. 1c. County Line and Bay Shore Blvd.;  
along Bay Shore to San Bruno Ave.; along San Bruno  
to Third St.; along Third St. to Market St.;  
across Market St. and Geary St. to Kearny St.;  
along Kearny St. to Broadway; along Broadway to  
Embarcadero; along Embarcadero to Ferry Bldg.;  
also from Kearny St. and Broadway; along Broadway  
to Powell St.; along Powell St. to Embarcadero.  
B15 and B16.

Sec. 4. Clause "F" applies.

well furnished and abundant of services  
to the public. The building is on the  
corner of Third St. and Bay Ave.  
Third St. - From San Bruno Ave. to Bay Ave.

1.111. Approved 10/1/1941.  
1.1. Approved and now in process of  
work on Third St. from Channel St. to San Bruno  
Ave. San Bruno Ave. - Third St. to Bay Ave.  
Third St.

300 ft. of "R" located across the  
highway to the west and north and south of Third  
St. Bridge at Channel St. and west of the  
St. and removal of walls on Third St. from Channel  
St. to Alameda St.

1.111.22. 10/1/1941 approved 10/1/1941.  
Agreement between City and County, and  
San Bruno Ave.

Exhibit "A". Item 1. San Bruno Ave. from Third  
St. to Alameda Ave. - removal of track and  
gravel and new concrete road of right of way.  
Item 10. Third St. - Channel St. to Alameda St.  
Remove track and gravel between Channel St.  
1.111.22. 10/1/1941 approved 10/1/1941. This work  
is now.

Third St. - Channel St. to County Blvd. Nov. 2, 1941  
Office of Police Department ordered removal  
of walls on Third St. - Channel St. to  
Alameda St. on April 2, 1941.

1.111.22. 10/1/1941 approved 10/1/1941.  
This work is now in process of completion.  
The work on the removal of walls on Third St.  
between Alameda St. and Third St. will be  
completed by Nov. 2, 1941 when completion of  
the work is finished.

Item 10 - Channel St. to Third St. has not been  
done and will not be done until the completion of  
the work on the removal of walls on Third St. (Work  
would not be done now but the removal of walls on  
Third St. is now in process of completion.)

1.111.22. 10/1/1941 approved 10/1/1941.  
This work is now in process of completion.  
The work on the removal of walls on Third St.  
between Alameda St. and Third St. will be  
completed by Nov. 2, 1941 when completion of  
the work is finished.

usually removed the rails in return for the salvage value of the rails. This piece of track is being put back in service by order of the Office of Defense Transportation and temporary paving is being constructed on both sides of the track. If the track was raised and put in first class condition, the autoists would probably use the track area to its utmost and retard the street car operation, so are omitting all work on the track from Channel to Alameda Sts. and recording the minimum amount of work to be done on the tracks and pavement over the viaduct.



## ESTIMATED COST OF WORK TO BE DONE (As of Dec. 31, 1943)

Asphalt Pavement & Base	128,024 sq.ft.	@ \$ .26	\$33,286.24
Asphalt Top	52,281 sq.ft.	.10	5,228.10
Basalt Flock Pavement (Relay)	800 sq.ft.	.12	96.00
Shim Rail	18,958 lin.ft.	1.50	28,437.00
Shim Rail (Min.)	12,256 lin.ft.	1.50	18,384.00
Remove rails - single track	2,017 lin.ft.		
	@1.08 \$2,178.36		
Less Salvage	68.5 long tons		1,082.36
	@16.00 1,096.00		\$85,513.70

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KEY NO. 8

	Asphalt Pavement & Base	Asphalt Top	Basalt Block Relay	Shim Rail (Min.)	Shim Rail	Single Track	Remove	Long Tons	Cost
Powell St.									
North Pt.-Broadway	1920	3486			483				\$ 1,572.30
Broadway									
Mason-Kearny	2192	7009			887				2,601.32
Kearny St.									
Broadway-Market	26918	32021			12458	1240			30,747.78
Third St.									
Market-Channel	86894	1355			4825	10216			45,289.44
Third St.									
Channel-Alameda									
Viaduct									
Alameda-Mariposa			800						96.00
San Bruno Ave.									
Third-Arieta	4034	361					2017	68.5	2,167.30
Broadway									
Kearny-Embarcadero	1376	1517			305				966.96
Embarcadero									
Broadway-Ferry Bldg.	4690	6532			800				3,072.60
	128024	52281	800	18958	12256		2017	68.5	
	\$33,286.24	\$5228.10	\$96.00	\$28,437	\$18,384		\$2178.36	\$1096.00	\$86,513.70





1. 18TH ST. - CASTRO ST. to MARKET ST.

ORIGINAL FRANCHISE

ORDER NO. 2306 passed over objections of Mayor Dec. 23, 1890.  
To J. W. Hartzell, Behrend Joost, W. F. Thomas.  
Acceptance filed Dec. 29, 1890.  
18th St. from Guerrero St. to Falcon Road, along Falcon Road to Caselli Ave., thence along Caselli Ave. to Park Lane Road (present line is along 18th St. to Market St. & Danvers St.).  
Sec. 2. Sections 498, 500, 502 & 503 Civil Code apply. Clause "D-1" applies.  
Sec. 4. Section 499 (joint use) applies.  
Sec. 7. Clause "A" applies.

USE OF ELECTRICITY

ORDER NO. 2306 - Sec. 3.  
To propel cars by ..... approved electrical appliances.  
RES. NO. 5151 (3rd Series) approved May 18, 1891.  
To S.F. and San Mateo Railway Co.  
Right to maintain poles already erected and operate road by means originally proposed, provided company shall hereafter erect such poles as Board designates and determines as suitable in lieu of poles now erected in conformity with franchise heretofore granted, which is hereby approved.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

TROLLEY BUS PERMIT

ORDINANCE 15.0914 approved July 9, 1934 and amended by Ordinance 15.09110 approved August 20, 1935.  
To Market St. Railway Company for unexpired term of operating permit of Feb. 9, 1931.

PAVING

OBLIGATIONS

Abandon and remove its street railway tracks and substitute an overhead electric trolley bus service.

Sec. 5. When the tracks are removed, company will restore pavement to satisfaction of Director of Public Works. Tracks abandoned to be removed by company at its expense.

LAST CAR

Aug. 21, 1942. Letter from Market St. Ry. Co. to Controller Boyd. Cars being operated along 18th St. from Castro to Market Sts., that is No. 8 line, operates during peak hour service.

REMARKS

East of Castro St. tracks removed and repaved.

10. 10. 1960. 6. 10. 1960. 2. 10. 1960. 2. 10. 1960.

repeated an overhead electric trolley line.

KEY NO. 9

ESTIMATED COST OF WORK TO BE DONE  
As of December 31, 1943

|                           |                        |             |
|---------------------------|------------------------|-------------|
| Asphalt Pavement and Base | 1,520 sq. ft. @ \$ .26 | \$ 395.20   |
| Asphalt Top               | 15,810 sq. ft. .10     | 1,581.00    |
| Shim Rails                | 760 lin.ft. 1.50       | 1,140.00    |
|                           |                        | <hr/>       |
|                           | Estimated Cost         | \$ 3,116.20 |



KEY NO. 10  
Line No. B24

|                   |                  |                               |
|-------------------|------------------|-------------------------------|
| 1. CASTRO ST.     | - 26TH ST.       | to DIVISADERO ST.             |
| 2. DIVISADERO ST. | - CASTRO ST.     | to JACKSON ST.                |
| 3. JACKSON ST.    | - DIVISADERO ST. | to FILLMORE ST.               |
| 4. FILLMORE ST.   | - JACKSON ST.    | to BROADWAY                   |
| 5. BROADWAY       | - FILLMORE ST.   | to STEINER ST.                |
| 6. STEINER ST.    | - BROADWAY       | to UNION ST.                  |
| 7. GREEN ST.      | - STEINER ST.    | to FILLMORE ST. (north bound) |
| 8. UNION ST.      | - STEINER ST.    | to FILLMORE ST. (south bound) |
| 9. FILLMORE ST.   | - GREEN ST.      | to MARINA BLVD.               |
| 10. NOE ST.       | - 26th ST.       | to CLIPPER ST.                |
| 11. CLIPPER ST.   | - NOE ST.        | to CASTRO ST.                 |

Item 2. Divisadero St. - Castro St. to Page St., never any tracks;  
Page St. to O'Farrell St. under Ellis & O'Farrell Line  
(Key No. 28).

ORIGINAL FRANCHISES

ITEM 1

ORDER NO. 1875 not approved by Mayor or  
returned with objections; became law Oct. 9, 1886.  
To Market St. and Fairmount Railway Co.  
Acceptance filed Oct. 18, 1886.  
Castro St. - 26th St. to Market St.  
Sec. 2. Sections 498,500 & 502 of Civil  
Code apply.  
Sec. 6. Clause "A" applies.

ITEM 2

ORDER NO. 2304 passed over objections  
of Mayor Dec. 23, 1890.  
To Moffatt, Reinstein & Eisner.  
Acceptance filed Dec. 31, 1890.  
Sec. 1. Divisadero St. - Vallejo St. to  
Sacramento St.  
Sec. 4. Clause "D" applies.

ORDER NO. 2589 approved Dec. 6, 1892.  
To Market St. Cable Railway Co.  
Acceptance filed Dec. 23, 1892.  
Sec. 1. Divisadero St. - Ridley St. (now  
Duboce Ave.) to northerly end. Res. No. 13948  
(3rd series) adopted Mar. 9, 1886, abandoned  
Divisadero St. from Ridley St. to Page St. and  
from Jackson St. to northerly end.  
Sec. 2. Clause "B" applies.  
Sec. 7. Clause "A" applies.  
Sec. 8. Sec. 499 (joint tracks) of Civil  
Code applies.



ITEM 3

ORDER NO. 1871 approved July 14, 1886.  
To Martin, Ballard, Adams et al for 25 years.  
Acceptance filed July 14, 1886.

Sec. 1. Jackson St. - First Ave. (now Arguello Blvd.) to Steiner St.; Jackson St. - Battery St. to Steiner St. (single track); Jackson St. - First Ave. to Presidio Ave. abandoned by Order No. 2019.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code applies. Clause "D-1" applies.

ORDER NO. 1882 passed over objections of Mayor Nov. 22, 1896.

To Martin, Ballard, Adams et al, extended time to 45 years.

ITEM 4

Fillmore St. - Jackson St. to Broadway.  
See Item 9 for details.

ITEM 5

No franchises.

ITEM 6

No franchises.

ITEM 7

No franchises.

ITEM 8

ORDER NO. 2015 approved Dec. 18, 1888.  
Supplementing Order No. 1549 passed over objections of Mayor Dec. 30, 1879.

To Baldwin, Halliday, Moffett, Brittan et al.  
Union St. - Montgomery Ave. (now Columbus) to Steiner St.

This line was taken over by Municipal Railway and not by Market St. Railway Co.

ITEM 9

Fillmore St. - Green St. to Marina Blvd.  
Fillmore St. - Union St. to Marina Blvd.

ORDER NO. 2541 approved June 3, 1892.  
To Market St. Cable Railway Co.

Acceptance filed June 9, 1892.

Fillmore St. - Ridley St. (now Duboce Ave.) to northerly end.

Sec. 2. First & Second. Clause "B" applies.

Sec. 7. Clause "A" applies.

ITEM 10

No franchises.

ITEM 11

No franchises.





## OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

- Item 1. Castro St.-26th to Market Sts.  
2. Divisadero St.-Page to Jackson Sts.  
3. Jackson St.-Powell St. to Presidio Ave.  
4. Fillmore St.-Duboce Ave. to Marina Blvd.  
5. Ordinance No. 763.  
6. Ordinance No. 763.  
7. Ordinance No. 1487 amending Ordinance Nos. 763 and 930.  
8. Ordinance No. 1487 amending Ordinance Nos. 763 and 930.  
9. Fillmore-Duboce Ave. to Marina Blvd.  
10. Ordinance No. 763.  
11. Ordinance No. 763.

## BUS PERMITS

### ORDINANCE NO. 763 (series of 1939)

approved July 30, 1940.

Sec. 1. Items 1,2,3,4 & 5, as at head of Key.

Item 6. Steiner St. - Broadway to

Filbert St.

Item 7. Filbert St. - Steiner to

Fillmore Sts.

Item 9. Fillmore St. - Filbert St. to

Marina Blvd.

Items 10 & 11, as at head of Key.

### ORDINANCE NO. 930 approved Nov. 19, 1940.

Sec. 1. Changes Items 6, 7 & 9 to read: As at head of Key; amending Ordinance No. 763.

### ORDINANCE NO. 1487 approved Jan. 6, 1942.

Sec. 1. Changes Items 6,7,8 & 9 to read: As at head of Key, that is North Bound.

Steiner St. - Broadway to Green St.; Green St. - Steiner to Fillmore Sts.; Fillmore St. - Green St. to Marina Blvd. South Bound. Fillmore St. - Marina Blvd. to Union St.; Union St. - Fillmore St. to Steiner St.; Steiner St. - Union St. to Broadway.

### ORDINANCE NO. 763 approved July 30, 1940.

Sec. 11. Company within 18 months of operation of bus service, remove rails and repave that portion of street occupied by said rails. Castro St. - Alvarado to 26th Sts., leaving slot rails in place.

Within 3 years of operation of bus service, remove rails and repave that portion of street occupied by said rails. Castro St. - 18th to Alvarado St., leaving slot rails in place.

Within 5 years of operation of bus service, remove rails and special work on Divisadero St. from O'Farrell to Sacramento Sts., leaving ties in place and repaving portion occupied by said rails.

Within 5 years of operation of bus service, remove rails on Fillmore St. from Broadway to Marina Blvd. repaving portion occupied by rails; remove slot rails on Fillmore St. from Broadway to Green St., and cut off the upper part of yokes of said rails, repaving that portion occupied by said rails.

## PAVING

### OBLIGATIONS

... ..  
... ..  
... ..

ORDINANCE NO. 1575 approved Apr.16,1942.  
Agreement between Company, City and County, and  
Works Projects Administration.  
Exhibit "A." Item 16 (part of our Item 2).  
Divisadero St. from north line of O'Farrell St.  
to southerly rail of Sacramento St. Remove 4689  
lin. ft. of single track and repave trenches.  
Item 17 (includes our Item 9). Fillmore St. from  
80 ft. south of north line of Broadway to Marina  
Blvd. Remove 1979 ft. single track tram rails,  
slot rails, pull box cover and yokes, fill cable  
trough, and pave track area. Remove 6818 lin.ft.  
of single track and repave trench.  
No further work will be done under this agreement  
due to cessation of activities of Works Projects  
Administration.

ORDINANCE NO. 2374 approved Sept.24,1943.  
Item 6 ( part of our Item 2). Divisadero St. from  
north line of O'Farrell St. to southerly rail of  
Sacramento St. - 4689 lin.ft. single track. Remove  
rail, repave trenches.  
Item 7. Fillmore St. from south line of Broadway  
to end of track at Marina Blvd. 6288 lin.ft.  
single track. Remove rail and repave trenches.  
1429 lin.ft. single track - remove tram rails,  
slot rails, pulley box covers and yokes, fill  
cable trough and repave track area.  
Ordinance repeals Ordinance No. 1575.

LAST CAR

April 5, 1941, except  
Item 1. Castro St. - 18th to Market Sts.(Key No.1)  
2. Divisadero St.-Page to O'Farrell St.  
(in Key No. 17).  
3. Jackson St.- Divisadero to Fillmore St.  
(in Key No. 21).  
4. Fillmore St.- Jackson St. to Broadway  
(in Key No. 30).



ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1945

## CASTRO ST. - HILL TO ALVARADO STS.

Last car Apr. 5, 1941 - by Ordinance No. 763 till April 5, 1944 to do work.

|                         |                        |               |               |
|-------------------------|------------------------|---------------|---------------|
| Remove Rail             | 1,232 lin.ft. @ \$1.08 | \$1,330.56    |               |
| Salvage                 | 16.2 long tons 16.00   | <u>259.20</u> | \$1,071.36    |
| Asphalt Pavement & Base | 2,464 sq.ft. .26       |               | 640.64        |
| Asphalt Top             | 3,080 sq.ft. .10       |               | <u>308.00</u> |
|                         |                        |               | \$2,020.00    |

## DIVISADERO ST. - O'FARRELL TO SACRAMENTO STS.

Maintenance

|                                  |                      |    |              |
|----------------------------------|----------------------|----|--------------|
| Asphalt Pavement & Base          | 2,099 sq.ft. @ \$.26 | \$ | 545.74       |
| Asphalt Top                      | 1,075 sq.ft. .10     |    | 107.50       |
| Asphalt Top on Basalt Block Base | 322 sq.ft. .18       |    | <u>57.96</u> |
|                                  |                      | \$ | 711.20       |

Tabulated as maintenanceBus Permit Obligation

Last Car Apr. 5, 1941 by Ordinance No. 763 till April 5, 1946 to do work.

|                         |                         |                 |                 |
|-------------------------|-------------------------|-----------------|-----------------|
| Remove single track     | 4,689 lin.ft. @ \$ 1.08 | \$5,064.12      |                 |
| Salvage                 | 148. long tons 16.00    | <u>2,368.00</u> | \$2,696.12      |
| Asphalt Pavement & Base | 9,378 sq.ft. .26        |                 | <u>2,438.28</u> |
|                         |                         |                 | \$5,134.40      |

1,530.10 @ \$1.00 1,530.10  
 18.00 long tons 1.00 18.00  
 3,080.00 @ 1.00 3,080.00  
 4,610.10

1,530.10 @ \$1.00 1,530.10  
 18.00 long tons 1.00 18.00  
 3,080.00 @ 1.00 3,080.00  
 4,610.10

1,530.10 @ \$1.00 1,530.10  
 18.00 long tons 1.00 18.00  
 3,080.00 @ 1.00 3,080.00  
 4,610.10



FILLMORE ST. - GREEN ST. TO MARINA BLVD.  
(Including 56 feet of Green St. Crossing)

Maintenance

|             |             |          |         |
|-------------|-------------|----------|---------|
| Asphalt Top | 302 sq. ft. | @ \$ .10 | \$30.20 |
|-------------|-------------|----------|---------|

Tabulated as Maintenance

Bus Permit Obligation

Last Car Apr. 5, 1941 - By Ordinance No. 763 till Apr. 5, 1946 to do work.

|                         |                        |                 |                 |
|-------------------------|------------------------|-----------------|-----------------|
| Remove single track     | 6,011 lin.ft. @ \$1.50 | \$6,491.88      |                 |
| Less Salvage            | 189.5 long tons 16.00  | <u>3,032.00</u> | \$3,459.88      |
| Asphalt Pavement & Base | 12,022 sq.ft. .26      |                 | 3,125.72        |
| Brick Pavement.         | 2,200 sq.ft. .50       |                 | <u>1,100.00</u> |
|                         |                        |                 | \$ 7,685.60     |

Tabulated as maintenance

FILLMORE ST - BROADWAY to GREEN ST.

(Including crossing of Broadway and 12.75 ft. of Green St. crossing)

Bus Permit Obligation

Last Car Apr. 5, 1941 - By Ordinance No. 763 till Apr. 5, 1946 to do the work.

|   |                        |               |                 |
|---|------------------------|---------------|-----------------|
| Remove single track, cut yokes<br>and fill cable slot | 1,429 lin.ft. @ \$2.57 | \$3,672.53    |                 |
| Less Salvage  | 29.8 long tons 16.00   | <u>476.80</u> |                 |
|   |                        |               | \$ 3,195.73     |
| Asphalt Pavement & Base                               | 5,937 sq.ft. .26       |               | 1,543.62        |
| Asphalt Top   | 1,427 sq.ft. .10       |               | 142.70          |
| Concrete Pavement                                     | 8,800 sq.ft. .30       |               | <u>2,640.00</u> |
|   |                        |               | \$ 7,522.05     |



KEY NO. 11

Lines Nos. 27, 28, 41, 42  
B26, B27, B28, B42

- |                |              |  |
|----------------|--------------|--|
| 1. SECOND ST.  | - MARKET ST. | to BRYANT ST.                                  |
| 2. BRYANT ST.  | - SECOND ST. | to SIXTH ST. (6th to 26th St. in<br>Key No. 6) |
| 3. 26th ST.    | - BRYANT ST. | to MISSION ST.                                 |
| 4. BRANNAN ST. | - THIRD ST.  | to SECOND ST.                                  |
| 5. BUSH ST.    | - KEARNY ST. | to SANSOME ST.                                 |
| 6. SANSOME ST. | - BUSH ST.   | to EMBARCADERO                                 |

ORIGINAL FRANCHISE

ORDER NO. 1532 approved Nov. 28, 1879.

To Omnibus Railroad Co. of S.F.

Acceptance filed Nov. 29, 1879.

Second St. - Howard St. to Market St. (Item 1);

Second St. - Brannan St. to Howard St. (Item 1);

Brannan St. - 3rd St. to 2nd St. (Item 4)

Sansome St. - Market to Washington Sts. (Item 6);

Sansome St. - Washington to Jackson Sts. (Item 6).

Sec. 2. Sections 498,500 & 502 of Civil

Code apply.

Sec. 5. Section 499 (joint tracks) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 2065 passed over objections of

Mayor June 17, 1889.

To Omnibus Cable Co.

Acceptance filed June 20, 1889.

Second St. - Howard St. to Brannan St.

Sec. 2. Sections 498,500,502 & 503 of

Civil Code apply.

Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2086 approved Aug. 2, 1889.

To North Beach and Mission Railroad Co.

Acceptance filed Aug. 2, 1889.

Second St. - Bryant St. to Folsom St. (Item 1);

Bryant St. - Channel St. to Second St. (Item 2).

Sec. 4. Sections 498,500,502 & 503 of

Civil Code apply. Clause "D-2" applies.

ORDER NO. 2113 approved Oct. 16, 1889.

To North Beach & Mission Railroad Co.

Supplementary to Order No. 2086 with same conditions.

26th St. - Folsom St. to Bryant St.

ORDER NO. 2306 passed by Board over

objections of Mayor Dec. 23, 1890.

To Hartzell, Joost, Thomas et al.

Acceptance filed Dec. 29, 1890.

Bryant St. - East St. (now Embarcadero) to 8th St.

(Item 2); 2nd St. - Bryant St. to Brannan St. (part of Item 1).

Sec. 2. Sections 498,500,502 & 503 of Civil

Code apply. Clause "D-1" applies.

Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.



ORDER NO. 2086 approved Aug. 2, 1889.

To North Beach & Mission Railroad Co.

Acceptance filed Aug. 2, 1889 (Item 3).

Sec. 1. Commencing at intersection of 26th St. and Folsom St., along 26th St. to Bryant St.

Sec. 2. Right to use electricity with modern appliances.

Sec. 4. Sections 498,500,502 & 503 of Civil Code apply. Clause "D" applies.

ORDER NO. 2113 approved Oct. 16, 1889.  
Supplementary to Order No. 2086.

Sec. 2. Conditions and restrictions as contained in Order 2086.

ORDER NO. 2788 approved Aug. 1, 1894.

To Market St. Railway Co.

Acceptance filed Aug. 17, 1894.

Sec. 1. 26th St. from intersection Folsom St. to intersection with Mission St.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2788 in Board of Supervisors  
Aug. 1, 1894.

To Market St. Railway Co.

Acceptance filed Aug. 17, 1894.

26th St. - Folsom St. to Mission St. (Item 3).

Sec. 2. First & Second. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

Bush St. - Sansome St. to Kearny St. (Item 5);

Sansome St. - Jackson St. to Bush St. (Item 6).

Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 5. Section 499 (joint tracks) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 208 (second series) in Board  
of Supervisors July 31, 1899.

To Market St. Railway Co. after receiving bids.

Acceptance filed Aug. 16, 1899.

Sansome St. - Jackson St. to northerly termination.

Sec. 2. First & Second - Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

# USE OF ELECTRICITY

ORDER NO. 2306 - section 3.

To propel cars by use ----- or most approved  
electrical appliances.

RES. NO. 5151 (third series) in Board  
of Supervisors May 18, 1891.

To San Francisco & San Mateo Railway Co.

Maintain poles already erected ..... hereafter

erect such poles as Board may designate. Refers to  
Bryant St. - East St. to 8th St. (Item 2); 2nd St.  
Bryant St. to Brannan St. (Part 8, Item 1).

... (second series) in ...

ORDINANCE NO. 20 (new series) approved June 12, 1906.

To United Railroads of San Francisco. Operate all of its cable lines, so far as grades permit, by electricity, overhead trolley system.

RES. NO. 728 approved Aug. 17, 1900. To Market St. Railway Co.

Bush St. - Kearny St. to Battery St. (Item 5). Continue to use electric wires suspended, if placed to satisfaction of Board of Public Works.

RES. NO. 3098 (4th series) approved July 31, 1899.

To Market St. Railway Co. Sansome St. - Jackson St. to Market St. (Item 6). Ornamental iron poles.

ORDER NO. 208 (second series)- Sec. 3. At option propel by electricity overhead or underground.

From Feb. 9, 1931 for 25 years.

OPERATIONS  
PERMIT

BUS PERMIT

ORDINANCE NO. 280 approved Sept. 7, 1939. Amended by Ordinance No. 1611, approved May 5, 1942, for unexpired term of operating permit.

B25, Bryant St. - Army St. to 6th St. (Item 2); B27, 26th St. - Mission St. to Bryant St. (Item 3); Bryant St. - 26th St. to 4th St. (Item 2); Bryant St. - 3rd St. to 2nd St. (Item 2); 2nd St. - Bryant St. to Market St. (Item 1); Market St. - 2nd St. to 1st St.; 1st St. - Market St. to Harrison St.; Harrison St. - 1st St. to 2nd St. - known as No. 27 line

ORDINANCE NO. 510 approved Feb. 28, 1940 for unexpired term of operating permit.

(d) Embarcadero - Ferry Bldg. to Howard St.; Howard St. - Embarcadero to Steuart St.; Steuart St. - Howard St. to Folsom St.; Folsom St. - Steuart St. to 2nd St.; 2nd St. - Folsom St. to Townsend St.; Townsend St. - 2nd St. to 3rd St.; 3rd St. - Townsend St. to Brannan St.; Brannan St. 3rd St. to 2nd St.

ORDINANCE NO. 280 approved Sept. 7, 1939. From 26th St. and Mission St., along 26th St. to Bryant St. (Bus Line 27) for unexpired term of operating permit.

ORDINANCE NO. 1611 approved May 5, 1942. Loop from 26th St. and Mission St. along Mission St. to 25th St., along 25th St. to Capp St., along Capp St. to 26th St.



2. 2000 (2000-2000) 10. 10. 2000

SPECIAL PAVING  
OBLIGATIONS

Ordinances Nos. 280 and 1611 - Clause "E."  
Ordinance No. 510 - Clause "F."

ORDINANCE NO. 1575 approved Apr.16,1942.  
An agreement between Company, City and County,  
and Works Projects Administration.  
Exhibit "A," Item 12 - Bryant St. - 2nd St. to  
Army St. - see Key No. 6. Exhibit "B," Item 6-  
Sansome St. N.L.Bush to S.L. Embarcadero; and  
Bush St. - E.L. Kearny St. to W.L. Sansome St.;  
Item 7 - Second St. from N.L. Brannan to S.L.  
Mission St.; and Brannan St. from W.L. of 2d  
St. to E.L. of 3d St.

Track and pavement reconstruction as follows:

Item 6 \$6,750.00

Item 7 - \$9,500.00

No work done and agreement is dead due to cessa-  
tion of activities of Works Projects Administra-  
tion.

ORDINANCE NO. 2374 approved Sept.24,  
1943, provides in Exhibit "B" Items 6 & 7 -  
Track and Pavement Reconstruction - Sansome St.  
from north line of Bush St. to south line of  
Embarcadero and Bush St. from east line of  
Kearny St. to west line of Sansome St.

\$6,750.00

2d St. - from northerly line of Brannan St. to  
southerly line of Mission St. and Brannan St.  
from westerly line of 2d St. to easterly line  
of 3d St.

\$9,500.00

Ordinance repeals Ordinance No. 1575.

LAST CAR

Cars still operate over all streets, as well  
as buses.



KEY NO. 11

ESTIMATED COST OF WORK TO BE DONE  
As of December 31, 1943

|                                  |               |   |        |                        |
|----------------------------------|---------------|---|--------|------------------------|
| Asphalt Pavement and Base        | 24,837 sq.ft. | @ | \$ .26 | \$ 6,457.62            |
| Asphalt Top                      | 35,993 sq.ft. |   | .10    | 3,599.30               |
| Asphalt Top on Basalt Block Base | 27,368 sq.ft. |   | .18    | 4,926.24               |
| Shim Rail                        | 9,083 lin.ft. |   | 1.50   | 13,624.50              |
| Shim Rail (Min.)                 | 3,489 lin.ft. |   | 1.50   | 5,233.50               |
|                                  |               |   |        | <del>\$33,841.16</del> |

KEY No. 11

|                                 | Asphalt<br>Pavement<br>& Base<br>Sq. Ft. | Asphalt<br>Top<br>Sq. Ft. | Asphalt<br>Top<br>on B.B.<br>Sq. Ft. | Shim<br>Rail<br>Lin.Ft. | Shim<br>Rail<br>(Min.)<br>Lin.Ft. | Cost        |
|---------------------------------|--|---------------------------|--------------------------------------|-------------------------|-----------------------------------|-------------|
| Second Street<br>Market-Bryant  | 1,518                                    | 3,872                     | 16,720                               | 95                      | 2,448                             | \$ 7,605.98 |
| Bryant Street<br>2d to 6th      | 100                                      | 1,440                     | 4,150                                | 50                      |                                   | 992.00      |
| 26th Street<br>Bryant-Mission   | 2,117                                    | 192                       | 510                                  | 869                     |                                   | 1,964.92    |
| Brannan Street<br>2d to 3rd     | 790                                      |                           | 4,420                                |                         |                                   | 1,001.00    |
| Bush Street<br>Kearny-Sansome   |  | 12,623                    |                                      |                         |                                   | 1,262.30    |
| Sansome St.<br>Bush-Embarcadero | 20,312                                   | 17,866                    | 1,568                                | 8,069                   | 1,041                             | 21,014.96   |
|                                 | 24,837                                   | 35,993                    | 27,368                               | 9,083                   | 3,489                             |             |
|                                 | \$6,457.62                               | \$3,599.30                | \$4,926.24                           | \$13,624.50             | \$5,233.50                        | \$33,841.16 |

100

1. The first step is to identify the key components of the system. This involves understanding the hardware, software, and data involved in the process.

KEY NO. 12  
Line No. 11

- |    |                 |   |              |    |                 |
|----|-----------------|---|--------------|----|-----------------|
| 1. | 22ND ST.        | - | MISSION ST.  | to | CHATTANOOGA ST. |
| 2. | CHATTANOOGA ST. | - | 22ND ST.     | to | 24TH ST.        |
| 3. | 24TH ST.        | - | HOFFMAN AVE. | to | DOLORES ST.     |
| 4. | DOLORES ST.     | - | 24TH ST.     | to | 22ND ST.        |

ORIGINAL FRANCHISE

ORDER NO. 2589 approved Dec. 6, 1892.  
To Market St. Cable Railway.  
Acceptance filed Dec. 23, 1892.  
Covers all four streets.  
    Sec. 2. Second. Clause "B" applies.  
    Sec. 7. Clause "A" applies  
    Sec. 8. Section 499, Civil Code of Calif.  
applies.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

$\frac{1}{2} \left( \frac{1}{2} + \frac{1}{2} \right) = \frac{1}{2}$

10



# KEY NO. 12

## ESTIMATED COST OF WORK TO BE DONE AS OF FEBRUARY 31, 1913

|                                  |               |          |             |
|----------------------------------|---------------|----------|-------------|
| Asphalt Pavement & Base          | 10,559 sq.ft. | @ \$ .26 | \$ 2,745.34 |
| Asphalt Top                      | 2,463 sq.ft.  | .10      | 246.30      |
| Asphalt Top on Basalt Block Base | 14,380 sq.ft. | .18      | 2,588.40    |
| Brick Pavement                   | 300 sq.ft.    | .50      | 150.00      |
| Shim Rail                        | 6,718 lin.ft. | 1.50     | 10,077.00   |
| Shim Rail (Min.)                 | 2,008 lin.ft. | 1.50     | 3,012.00    |
|                                  |               |          | \$18,819.04 |

Key No. 12

|  | Asphalt Pavement & Base | Asphalt Top | Asphalt Top on B.3. Base | Brick Pavement | Shim Rail (Min.) | Shim Rail | Cost |
|--|-------------------------|-------------|--------------------------|----------------|------------------|-----------|------|
|  | Sq. Ft.                 | Sq. Ft.     | Sq. Ft.                  | Sq. Ft.        | Lin. Ft.         | Lin. Ft.  |      |

|                 |            |          |            |          |             |            |             |
|-----------------|------------|----------|------------|----------|-------------|------------|-------------|
| 22d St.         | 580        | 2,300    |            |          | 290         |            | \$ 815.80   |
| Chettanooga St. |            | .20      |            |          |             |            | 2.00        |
| 24th St.        | 7,023      | 143      | 14,380     |          | 4,800       | 2,008      | 14,640.68   |
| Dolores St.     | 2,956      |          |            | 300      | 1,628       |            | 3,360.56    |
|                 | 10,559     | 2,463    | 14,380     | 300      | 6,718       | 2,008      |             |
|                 | \$2,745.34 | \$246.30 | \$2,588.40 | \$150.00 | \$10,077.00 | \$3,012.00 | \$18,819.04 |



KEY NO. 13  
Line No. B26

|     |               |   |               |    |               |   |            |
|-----|---------------|---|---------------|----|---------------|---|------------|
| 1.  | SAN JOSE AVE. | - | COUNTY LINE   | to | OCEAN AVE.    |   |            |
| 1a. | SAN JOSE AVE. | - | OCEAN AVE.    | to | DIAMOND ST.   |   |            |
| 2.  | DIAMOND ST.   | - | SAN JOSE AVE. | to | CHENERY ST.   | } |            |
| 3.  | CHENERY ST.   | - | DIAMOND ST.   | to | 30TH ST.      |   |            |
| 4.  | 30TH ST.      | - | CHENERY ST.   | to | SAN JOSE AVE. | } | Key No. 7  |
| 5.  | SAN JOSE AVE. | - | 30TH ST.      | to | GUERRERO ST.  |   |            |
| 6.  | GUERRERO ST.  | - | SAN JOSE AVE. | to | 18TH ST.      | } |            |
| 7.  | 18TH ST.      | - | GUERRERO ST.  | to | MISSION ST.   |   |            |
| 8.  | MISSION ST.   | - | 18TH ST.      | to | FREMONT ST.   | } | Key No. 3  |
| 9.  | FREMONT ST.   | - | MISSION ST.   | to | MARKET ST.    |   |            |
| 10. | FRONT ST.     | - | MARKET ST.    | to | PINE ST.      |   |            |
| 11. | PINE ST.      | - | FRONT ST.     | to | SANSOME ST.   |   |            |
| 12. | SANSOME ST.   | - | PINE ST.      | to | JACKSON ST.   | } | Key No. 11 |
| 13. | JACKSON ST.   | - | SANSOME ST.   | to | BATTERY ST.   |   |            |
| 14. | BATTERY ST.   | - | JACKSON ST.   | to | MARKET ST.    |   |            |
| 15. | FIRST ST.     | - | MARKET ST.    | to | MISSION ST.   |   |            |

ORIGINAL FRANCHISES

ITEMS 1 & 1A

ORDER NO. 2306 passed over objections of

Mayor Dec. 23, 1890.

To Hartzell, Joost & Thomas.

Acceptance filed Dec. 29, 1890.

Old San Jose Road (now San Jose Ave.) from Croton Ave. (now Diamond St. to the County Line.

Sec. 2. Sections 498,500,502 & 503 apply (Civil Code of Calif).

Sec. 2. Clause "D-1" applies.

Sec. 4. Section 499 (joint tracks) applies.

Sec. 7. Clause "A" applies.

ITEMS 2 to 6

Carried under Key No. 7.

ITEM 7

Bus permit Ordinance 510. No tracks now.

ITEM 8

Carried by Key No. 3.

ITEMS 9 & 10

RES. 2685 - revocable bus permit.

ITEMS 11,12 & 13

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of San Francisco.

Acceptance filed Nov. 13, 1879.

Pine St. - Sansome St. to Market St. No tracks on this line; Sansome St. - Jackson St. to Bush Sts. Included in Key No. 11; Jackson St. - East St. to Sansome St. No company tracks on this line.

ITEM 14

No tracks on street; have been removed between Market St. and California St. where previously existed.



ITEM 15

ORDER NO. 1523 approved Nov. 14, 1879.

To North Beach and Mission R.R. Co. of S.F.

Acceptance filed Nov. 21, 1879.

First St. - Market St. to Folsom St.

Agreement between company and Public Utilities Commission of S.F., executed July 26, 1938. City owns tracks, agreement as to maintenance.

(Resolution No. 2752 of Public Utilities Com.).

OPERATING  
PERMIT

From Feb. 9, 1931 for 25 years on:

Items 1, 1A & 15.

Items 2, 3, 4, 5, & 6 considered in Key No. 7.

Item 8 considered in Key No. 3.

Item 12 considered in Key No. 11.

Item 7 - never any tracks.

Item 9 - (no franchise) agreement with City.

Items 10, 11, 13 - never any tracks.

Item 14 - tracks removed.

ITEM 1

BUS PERMIT

ORDINANCE NO. 510, approved Feb. 28, 1940.

To Market St. Railway Co. for unexpired term of operating permit.

(a) Commencing at County Line, thence along San Jose Ave. to Diamond St.

Sec. 4. Clause "F" applies.

RES. NO. 1476 approved Nov. 27, 1940, revocable at will of Supervisors, covers Key No. 13, Items 9 & 10.

Items 11, 12, 13, 14 were Pine St. from Front St. to Battery Sts.; thence along Battery St. to Washington St.; along Washington St. to Sansome St.; along Sansome St. to Bush St.; along Bush St. to Battery St.; across Market St. to First St.

RES. NO. 2685 approved June 9, 1942, revocable at will of Supervisors for Key No. 13, Items 9, 10, 11, 12, 13, 14 & 15.

LAST CAR

April 16, 1942.

May 17, 1943 - San Jose Ave. - Ocean Ave. to County Line car service resumed at request of Office of Defense Transportation between 5:37 A.M. and 6:05 P.M. except Sunday. In evenings and on Sundays, service ends at Daly City.

PAVING  
OBLIGATIONS

ORDINANCE NO. 510 - Section 4.

Clause "F" applies.

ORDINANCE NO. 1575 approved Apr. 16, 1942.

Agreement between Company, City and County, and Works Projects Administration.

Exhibit "A" Item 9. San Jose Ave. - N. line of Circular Ave. to north rail on Ocean Ave. Remove 9289 feet of single track and repave trenches. No work done on this section and none will be done, as agreement is dead due to cessation of activities of Works Projects Administration.



KEY NO. 13

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

ITEM 1

SAN JOSE AVE. - OCEAN AVE. TO COUNTY LINE.

|                         |                     |               |
|-------------------------|---------------------|---------------|
| Asphalt Pavement & Base | 360 sq.ft. @ \$ .26 | \$ 93.60      |
| Asphalt Top             | 120 sq.ft. .10      | 12.00         |
| Shim Rail               | 180 lin.ft. 1.50    | <u>270.00</u> |
|                         |                     | \$ 375.60     |

ITEM 1A

Maintenance

|                         |                     |               |
|-------------------------|---------------------|---------------|
| Asphalt Pavement & Base | 200 sq.ft. @ \$ .26 | \$ 52.00      |
| Asphalt Top             | 12,532 sq.ft. .10   | 1,253.20      |
| Shim Rail               | 100 lin.ft. 1.50    | <u>150.00</u> |
|                         |                     | \$1,455.20    |

Maintenance used in tabulation.

ITEM 1A

Last Car Apr. 16, 1942, by Ordinance No. 510 till Apr. 16, 1945  
for work to be done.

SAN JOSE AVE. - MONTEREY BLVD. TO OCEAN AVE.

Remove rails & ties and fill into subgrade:

9,240 lin.ft. single track @ \$2.40 \$22,176.00

Salvage:

291.5 long tons @ 16.00 4,664.00 \$17,512.00

Asphalt Pavement & Base:

92,400 sq.ft. @ .26 24,024.00  
\$41,536.00





1. ARMY ST. - POTRERO AVE. to THIRD ST.

ORIGINAL PERMIT

ORDINANCE NO. 4559 (new series) approved  
Apr. 25, 1918.

To United Railroads of S.F.

Due to war necessity, right to construct double  
tracks on Army St. from Potrero Ave. to Third St.  
connecting to tracks at both ends.

Sec. 7. Shall not be a franchise or fran-  
chise rights.

DURATION OF PERMIT

Sec. 2. Rights and privileges to continue  
until City and County shall purchase and take  
over tracks and overhead construction.

JOINT USAGE

Sec. 2. Until purchase by City, shall have  
right of joint use as outlined in Section 5.

PAVING OBLIGATION

Sec. 3. When requested by City, shall pave  
or macadamize to satisfaction of City Engineer,  
entire length of street between the rails and  
2 feet outside and shall keep same in repair to  
satisfaction of City Engineer, flush with the  
street.

Sec. 6. Should company be prevented from  
operating cars for any reason beyond their control,  
before City exercises its rights of purchase as  
stated in Sections 4 & 5, company shall have the  
right to remove rails and physical structures and  
restore pavement to satisfaction of City Engineer  
but must notify City of intention so City may  
exercise its option of purchase.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

RES. NO. 2526 (series of 1939) approved  
Mar. 31, 1942.

This line is part of Bus Line No. 56. Shall not  
be considered a franchise or ripen into one and  
is revocable at will of Supervisors.

PERIOD OF BUS  
PERMIT

Not to exceed duration of war and national emer-  
gency.

PAVING OBLIGATIONS

RES. NO. 1575 (series of 1939) approved  
Apr. 16, 1942.

Agreement between company, City and County, and  
Works Projects Administration.

Exhibit "A", Item 13. Remove rails and repave  
trenches. No work done and agreement is dead due  
to cessation of activities of Works Projects Admin.



LAST CAR

At time of examination for report of Sept.1942, the line was out of service as to street cars, due to track being cut by railroad spur into "Safeway Warehouse."

REOPERATION  
OF CARS

Dec. 7, 1942 cars operating during peak hours, 7 AM to 9 AM and 5 PM to 7 PM. Spur track has been fixed so cars can operate.

REMARKS

Why included in operating permit when Ordinance No. 4559 was for war duration only and not a franchise.



KEY NO. 14

ESTIMATED COST OF WORK TO BE DONE  
As of December 31, 1943

|                           |                     |              |
|---------------------------|---------------------|--------------|
| Asphalt Pavement and Base | 383 sq.ft. @ \$ .26 | \$ 99.58     |
| Asphalt Top               | 1,389 sq.ft. .10    | 138.90       |
| Shim Rail                 | 35 lin.ft. 1.50     | <u>52.50</u> |
|                           | Estimated Cost      | \$ 290.98    |



1. ONONDAGA AVE. - MISSION ST. - to OCEAN AVE.
2. OCEAN AVE. ONONDAGA AVE.- to JUNIPERO SERRA BLVD.

ORIGINAL FRANCHISES

ORDER NO. 2904 in Board of Supervisors  
Sept. 16, 1895.  
To Market St. Railway Co. after bid for \$531.00.  
Acceptance filed Oct. 4, 1895.  
Commencing at junction of Mission St. with Ocean  
Ave. (formerly Ocean House Road); thence along  
Ocean Ave. to westerly end; thence upon any  
extension of Ocean Ave. or intersecting streets  
now or may be laid out to ocean beach. Commencing  
at intersection of Ocean Ave. (formerly Ocean  
House Road) and Onondaga Ave.; thence along  
Onondaga Ave. to Mission St. and connecting with  
tracks there.

Sec. 2. Clause "B" applies.

Sec. 4. Clauses "A" and "C" apply.

ORDINANCE NO. 4719 approved Nov. 25, 1918  
City and County of S. F. to pay to United Rail-  
roads of S.F. for use of part of its tracks and  
overhead; shall pay \$100,000 and 7½¢ per car mile  
for use of same. United Railroads to maintain  
tracks in first class condition.

OPERATING  
PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 510 approved Feb. 28, 1940  
for unexpired portion of operating permit.

Sec. 16. From Junipero Serra Blvd. to Ocean  
Ave.; along Ocean Ave. to Mission St.; thence  
along Mission St. to Onondaga Ave.; thence  
along Onondaga Ave. to Ocean Ave.

Sec. 4. Clause "F" applies.

LAST CAR

Cars still operate.

REMARKS

Junipero Serra Blvd. from Ocean Ave. to Sloat  
Blvd. and Sloat Blvd. from Junipero Serra Blvd.  
to Great Highway is run over private right of  
way and do not know what the obligations are.





KEY NO. 15

ESTIMATED COST OF WORK TO BE DONE  
As of December 31, 1943

|                           |                        |                  |
|---------------------------|------------------------|------------------|
| Asphalt Pavement and Base | 47,965 sq.ft. @ \$ .26 | \$12,470.90      |
| Asphalt Top               | 1,869 sq.ft. .10       | 186.90           |
| Shim Rail                 | 26,457 lin.ft. 1.50    | <u>39,685.50</u> |
|                           |                        | \$52,343.30      |

|                            | Asphalt<br>Pavement<br>& Base<br>Sq. Ft. | Asphalt<br>Top<br>Sq. Ft. | Shim<br>Rail<br>Lin.Ft. | Cost        |
|----------------------------|--|---------------------------|-------------------------|-------------|
| Onondaga Ave.              |  |                           |                         |             |
| Mission-Ocean              | 203                                      | 1,639                     | 184                     | \$ 492.68   |
| Ocean Ave.                 |  |                           |                         |             |
| Onondaga-Junipero<br>Serra | 47,762                                   | 230                       | 26,273                  | 51,850.62   |
|                            | 47,965                                   | 1,869                     | 26,457                  |             |
|                            | \$12,470.90                              | \$186.90                  | \$39,685.50             | \$52,343.30 |



|                |   |            |    |             |
|----------------|---|------------|----|-------------|
| 1. HAYES ST.   | - | MARKET ST. | to | STANYAN ST. |
| 2. STANYAN ST. | - | HAYES ST.  | to | FULTON ST.  |
| 3. 8TH AVE.    | - | FULTON ST. | to | CLEMENT ST. |

ORIGINAL FRANCHISE                      ITEM 1  
ORDER NO. 1514,                      - approved

Sept. 20, 1879.  
To Market St. Railway Co. of S.F.  
Acceptance filed Sept. 23, 1879, amended by  
Order No. 1676.  
Sec. 1. Fifth. Commencing at intersection  
of Market St. & Hayes St.; thence along Hayes St.  
to Laguna St.; thence along Laguna St. to  
McAllister St.

Sec. 2. Sections 498, 500 & 502 of Civil  
Code of Calif. apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882.

Sec. 1. Fourth. Commencing at intersection  
of Market St. and Hayes St.; thence along Hayes  
St. to westerly line of Stanyan St.

ORDER NO. 2541 approved June 3, 1892.  
To Market St. Cable Railway Co., for unexpired  
term of Order Nos. 1514 and 1676 with same con-  
ditions as far as applicable.  
Acceptance filed June 9, 1892. Does not apply  
to this line.

ITEM 2  
ORDER NO. 2535 approved June 3, 1892.  
To Ocean Beach Railway Co.  
Acceptance filed June 6, 1892.  
Stanyan - Fell St. to Fulton St.

ORDINANCE NO. 101 (new series) approved  
Nov. 19, 1906.

To United Railroads of S.F. Revocable at  
pleasure of Supervisors.  
Stanyan St. - Hayes St. to Fulton St.

ITEM 3  
ORDER NO. 2781 in Board of Supervisors  
July 2, 1894.

To Adolph Sutro after bids were received.  
Acceptance by grantee filed with Supervisors  
July 18, 1894.

Sec. 1. Second. 8th Ave. - Clement St.  
southerly to "D" St. (now Fulton St).

Sec. 2. Use electricity.

Sec. 3. If use electricity, get permission  
from Supervisors to erect poles.

Sec. 4. Clause "C" applies.



RESOLUTION NO. 41375 S.S. Dept. of  
Public Works passed Dec. 11, 1915.  
Directed United Railroads of S.F. to remove Cable  
(2) slots on Hayes St. between Divisadero St. and  
Central Ave. Work has not been done.

USE OF ELECTRICITY

RES. NO. 11.448 (3d series) in Board  
of Supervisors Dec. 3, 1894.  
To Adolph Sutro.

Permission to erect poles (wooden) on Item 3.

ORDINANCE NO. 20 (new series) approved  
June 12, 1906.

Authorization to use electricity on all cable lines  
so far as grades permit. First class iron poles  
to be used.

OPERATING  
PERMIT

From Feb. 9, 1931 for 25 years.

REMARKS

Item 2 - No line constructed on Stanyan St. from  
Fell St. to Fulton St. under Order No. 2535 or  
to line of which this is a part, unless we con-  
sider Fulton St. from Stanyan St. to Arguello  
Blvd. as covered by this order.

Find no record of Ordinance No. 101 (new series)  
having been revoked and this ordinance is covered  
as being surrendered when obtaining the operating  
permit of Feb. 9, 1931.



KEY NO. 16

ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

|                                     |                        |                  |
|-------------------------------------|------------------------|------------------|
| Asphalt Pavement & Base             | 74,820 sq.ft. @ \$ .26 | \$19,453.20      |
| Asphalt Top                         | 25,917 sq.ft. .10      | 2,591.70         |
| Asphalt Top on Basalt<br>Block Base | 11,061 sq.ft. .18      | 1,990.98         |
| Shim Rail                           | 33,982 lin.ft. 1.50    | <u>50,973.00</u> |
| Estimated Cost                      |                        | \$75,008.88      |

|                             | Asphalt<br>Pavement<br>& Base<br>Sq. Ft. | Asphalt<br>Top<br>Sq. Ft. | Asphalt<br>Top on<br>B.B.Base<br>Sq. Ft. | Shim<br>Rail<br>Lin.Ft. | Cost             |
|-----------------------------|--|---------------------------|--|-------------------------|------------------|
| Hayes St.<br>Market-Stanyan | 57,780                                   | 18,041                    | 11,061                                   | 25,718                  | \$57,394.88      |
| Stanyan St.<br>Hayes-Fulton | 1,788                                    | 452                       |  | 894                     | 1,851.08         |
| 8th Ave.<br>Clement-Fulton  | 15,252                                   | 7,424                     |  | 7,370                   | <u>15,762.92</u> |
|                             | 74,820                                   | 25,917                    | 11,061                                   | 33,982                  |                  |
|                             | \$20,541.82                              | \$2,591.70                | \$1,990.98                               | \$50,973.00             | \$75,008.88      |





|                   |                  |                   |
|-------------------|------------------|-------------------|
| 1. TOWNSEND ST.   | - 3RD ST.        | to 4TH ST.        |
| 2. 4TH ST.        | - TOWNSEND ST.   | to MARKET ST.     |
| 3. ELLIS ST.      | - MARKET ST.     | to DIVISADERO ST. |
| 4. O'FARRELL ST.  | - DIVISADERO ST. | to HYDE ST.       |
| 5. HYDE ST.       | - ELLIS ST.      | to O'FARRELL ST.  |
| 6. DIVISADERO ST. | - O'FARRELL ST.  | to PAGE ST.       |
| 7. OAK ST.        | - DIVISADERO ST. | to STANYAN ST.    |
| 8. PAGE ST.       | - STANYAN ST.    | to DIVISADERO ST. |
| 9. STANYAN ST.    | - OAK ST.        | to HAIGHT ST.     |

ORIGINAL FRANCHISES

ORDER NO. 1523 approved Nov. 14, 1879.  
To North Beach and Mission Railroad Co. of S.F.  
Acceptance filed Nov. 21, 1879.  
Fourth St. - South end to Market St.; thence  
across Market St. to Stockton St. Townsend St. -  
Fourth St. to 200 feet east of 4th St.

Sec. 2. Sections 498, 500 & 502 of Civil  
Code apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1532 approved Nov. 28, 1879.  
To Omnibus Railroad Co. of S.F.  
Acceptance filed Nov. 29, 1879.  
Townsend St. - 2nd St. to Central Pac. R.R. Co.  
offices between 3rd St. and 4th St.

Sec. 2. Sections 498, 500 & 502 apply.  
(Civil Code of Calif.).

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1890 passed over objections  
of Mayor Dec. 27, 1886.

To A. W. Rose Jr. et al.

Acceptance filed Dec. 29, 1886.

Oak St. - Franklin St. to Stanyan St.; Stanyan St. -  
Oak St. to Waller St.; Ellis St. - Leavenworth St.  
to Broderick St.

Sec. 2. Sections 498, 500, 502 & 503 apply.  
(Civil Code of Calif.).

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2449  
Does not apply to this line.

ORDER NO. 2558  
Can find no record of it.

RES. No. 351 (4th Series) approved  
Dec. 10, 1887.

To Market St. Railway Co.

Surrender franchise and remove rails - Oak St. -  
Franklin St. to Fillmore St.



ORDER NO. 2065 passed over objections  
of Mayor June 17, 1889.  
To Omnibus Cable Company.  
Acceptance filed June 20, 1889.  
Ellis St. - Leavenworth St. to Market St.  
Sec. 2&7. Clause "A" applies.  
Sec. 4. Section 499 (joint use) applies.

RES. NO. 7154 (3rd series).  
Abandon Sacramento St. - Broderick St. to Walnut St.  
ORDER NO. 2312 approved Dec. 20, 1890.  
To City Railroad Co.  
Acceptance filed Dec. 26, 1890.  
Page St. - Market St. to Masonic Ave.  
Sec. 2. Second. Clause "D-1" applies.  
Sec. 8. Section 499 (joint use) Civil Code  
applies.

RES. NO. 13095 (3rd series) in Board  
of Supervisors Oct. 21, 1895.  
Abandons Page St. - Market St. to Fillmore St.  
ORDER NO. 2311 passed over objections  
of Mayor Dec. 29, 1890.  
To San Francisco Syndicate & Trust Co.  
Hyde St. - Eddy St. to O'Farrell St.; O'Farrell  
St. - Hyde St. to Scott St.; Page St. - Baker St.  
to Clayton St. With consent of City R.R. Co.  
Sec. 4. Sections 498, 502 & 503 of Civil  
Code apply. Clause "A" applies.

ORDER NO. 2407 approved July 14, 1891.  
Supplementary to Order No. 2311.  
To Metropolitan Railway Co.  
Page St. - Clayton St. to Stanyan St.  
ORDER NO. 2496  
Supplementary to Order No. 2311.  
Does not apply to this line.

ORDER NO. 2589 approved Dec. 6, 1892.  
To Market St. Cable Railway Co.  
Divisadero St. - from Ridley St. (now Duboce Ave.)  
to northerly end thereof.  
Sec. 2. - Clause "B" applies.  
Sec. 7. Clause "A" applies.  
Sec. 8. Section 499 (joint use) applies.

RES. NO. 13948 (3rd series) in Board  
of Supervisors Mar. 9, 1896.  
Divisadero St. - Ridley St. (now Duboce Ave.) to  
Page St. - abandon. Divisadero St. - Jackson St.  
northerly - abandon.

General over objection

Section 100 (and new) applied

Sec. 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Sec. 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

Section 100 (and new) applied

ORDER NO. 2875 -In Board of Supervisors  
June 10, 1895.  
To Market St. Railway Co. after bid of \$500.00.  
Acceptance filed June 28, 1895.  
O'Farrell St. - Hyde St. to Scott St.  
O'Farrell St. - Scott St. to Divisadero St.  
Sec. 2. Second. Clause "A" applies.  
Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2978 in Board of Supervisors  
Mar. 23, 1896.  
To Market St. Railway Co. after bids.  
Acceptance filed Mar. 31, 1896.  
Page St. - Masonic Ave. to Stanyan St.  
Hyde St. - Ellis St. to O'Farrell St.  
O'Farrell St. - Hyde St. to Scott St.  
Sec. 2. Second. Clause "B" applies.  
Sec. 4. Clauses "A" and "C" apply.

ORDINANCE NO. 1575 approved Apr. 16, 1942.  
Agreement between Company, City and County and  
Works Projects Administration.  
Exhibit "B" - Track and Pavement Reconstruction.  
4th St. - South line of Market St. to north line  
of Townsend St. and Townsend St. from westerly line  
of 3d St. to easterly line of 4th St. No work done  
on this line and none will be done due to cessation  
of activities of Works Progress Administration.

ORDINANCE NO. 2374 approved Sept. 24, 1943.  
Exhibit "B" - Item calls for same work as Ordinance  
No. 1575 and estimated cost of work is \$18,025.00.  
Ordinance No. 1575 is repealed.

#### USE OF ELECTRICITY

ORDINANCE NO. 20 approved June 12, 1906.  
All cable lines as far as grades will permit:  
Order No. 1890  
Order No. 2065  
Order No. 2311  
Order No. 2589  
Order No. 2875

#### BUS PERMITS

ORDINANCE NO. 280 approved Sept. 7, 1939.  
From 26th and Mission to Bryant St.; along Bryant  
St. to 4th St.; along 4th St. to Townsend St.;  
to 3d St. Bus Line No. 27.

Clause "E" applies.

ORDINANCE NO. 1611 approved May 5, 1942.  
Amends Ordinance No. 280 but not in route shown  
above.

ORDINANCE NO. 763  
Divisadero St. - Castro St. to Jackson St.

#### LAST CAR

Cars operate over all streets shown on this key.



## ESTIMATED COST OF WORK TO BE DONE

As of December 31, 1943

|                                  |                        |             |
|----------------------------------|------------------------|-------------|
| Asphalt Pavement & Base          | 85,278 sq.ft. @ \$ .26 | \$22,172.28 |
| Asphalt Top                      | 22,914 sq.ft. .10      | 2,291.40    |
| Asphalt Top on Basalt Block Base | 34,600 sq.ft. .18      | 6,228.00    |
| Shim Track                       | 37,147 lin.ft. 1.50    | 55,720.50   |
| Shim Track (Min.)                | 1,402 lin.ft. 1.50     | 2,103.00    |
| Remove single track              | 250 lin.ft. 1.08       | 270.00      |
|                                  |                        | <hr/>       |
| Salvage                          | 3.20 long tons 16.00   | \$88,785.18 |
|                                  |                        | <hr/>       |
| Total                            |                        | \$88,733.98 |

|                    | Asphalt Pavement & Base | Asphalt Top | Asphalt Top on B.B. Base | Shim Rail | Shim Rail (Min.) | Remove single track | Salvage Long | Cost        |
|--------------------|-------------------------|-------------|--------------------------|-----------|------------------|---------------------|--------------|-------------|
|                    | Sq. Ft.                 | Sq. Ft.     | Sq. Ft.                  | Ln. Ft.   | Ln. Ft.          | Ln. Ft.             | Ln. Ft.      | tons        |
| Townsend St.       | 1200                    |             | 1900                     | 500       |                  |                     |              | \$ 1,554.00 |
| 32-4th Sts.        |                         |             |                          |           |                  |                     |              |             |
| Fourth St.         | 282210                  |             | 31100                    | 13830     | 100              |                     |              | 33,827.60   |
| Townsend-Market    |                         |             |                          |           |                  |                     |              |             |
| Ellis St.          | 23869                   | 4149        | 1600                     | 10035     | 660              |                     |              | 22,951.34   |
| Market-Divisadero  |                         |             |                          |           |                  |                     |              |             |
| O'Farrell St.      | 5749                    | 991         |                          | 2184      | 154              |                     |              | 5,100.84    |
| Divisadero-Hyde    |                         |             |                          |           |                  |                     |              |             |
| Hyde St.           | 220                     | 448         |                          | 110       |                  |                     |              | 267.00      |
| Ellis O'Farrell    |                         |             |                          |           |                  |                     |              |             |
| Divisadero St.     |                         |             |                          | 4855      |                  |                     |              | 10,454.60   |
| O'Farrell-Page     | 11550                   | 1691        |                          |           |                  |                     |              |             |
| Oak St.            |                         |             |                          |           |                  |                     |              |             |
| Divisadero-Stanyan | 6110                    | 7975        |                          | 2305      | 210              |                     |              | 6,158.60    |
| Page St.           |                         |             |                          |           |                  |                     |              |             |
| Stanyan-Divisadero | 5705                    | 5900        |                          | 2020      | 278              |                     |              | 5,520.30    |
| Stanyan St.        |                         |             |                          |           |                  |                     |              |             |
| Oak-Haight         | 2665                    | 1760        |                          | 1208      |                  |                     |              | 2,899.70    |
|                    | <hr/>                   | <hr/>       | <hr/>                    | <hr/>     | <hr/>            | <hr/>               | <hr/>        | <hr/>       |
|                    | 85278                   | 22914       | 34600                    | 37147     | 1402             | 250                 | 3 20         | 250         |
|                    |                         |             |                          |           |                  |                     |              |             |
| \$22,172.28        | \$2,291.40              | \$6,228.00  | \$55,720.50              | \$2103    | \$270.00         |                     | 51.20        | \$88,733.98 |





KEY NO. 18  
Storage Tracks  
Emergency Track

- |                  |                    |                        |
|------------------|--------------------|------------------------|
| 1. 8th ST.       | - MARKET ST.       | to MISSION ST.         |
| 2. 12th ST.      | - MARKET ST.       | to MISSION ST.         |
| 3. OTIS ST.      | - SO. VAN NESS AVE | to MISSION ST.         |
| 4. 22nd ST.      | - MISSION ST.      | to SOUTH VAN NESS AVE. |
| 5. PRESIDIO AVE. | - SUTTER ST.       | to POST ST.            |
| 6. OAK ST.       | - FILLMORE ST.     | to DIVISADERO ST.      |
| 7. PAGE ST.      | - DIVISADERO ST.   | to FILLMORE ST.        |

ORIGINAL FRANCHISES

ITEM 1

ORDER NO. 1523 approved Nov. 14, 1879.  
To North Beach & Mission R.R. Co. of S.F.  
Acceptance by grantee filed with Supervisors  
Nov. 21, 1879.  
From along Market St. into 8th St. to Folsom St.  
Sec. 2. Sections 498,500 & 502 of Civil  
Code apply.  
Sec. 5. Section 499 of Civil Code applies.  
Sec. 8. Clause "A" applies.

ITEMS 2 & 3

ORDER NO. 2312 approved Dec. 20, 1890.  
To City Railroad Co.  
Acceptance by grantee filed with Board of  
Supervisors.  
Commencing at intersection of Mission St. and  
14th St.; thence along Mission St. and West  
Mission (now Otis St) to Potter St. (now 12th St.);  
thence along Potter St. (now 12th St.) to  
Market St.  
Sec. 2. Second. Clause "D-1" applies.  
Sec. 7. Clause "A" applies.  
Sec. 8. Section 499 (joint tracks) Civil  
Code of Calif - shall not be abridged.

ITEM 4

ORDER NO. 2589 approved Dec. 6, 1892.  
To Market St. Cable Railway Co.  
Acceptance by grantee filed with Supervisors  
Dec. 23, 1892.  
22nd St. from Potrero Ave. to Chattanooga St.  
Sec. 2. Second. Clause "B" applies.  
Sec. 7. Clause "A" applies.  
Sec. 8. Section 499 (joint tracks) Civil  
Code - shall not be abridged.

ITEM 5

ORDER NO. 2781 in Board of Supervisors  
July 2, 1894.  
To Adolph Sutro.  
Acceptance by grantee filed with Supervisors  
July 18, 1894.



Sec. 1. First, Central Ave. (now Presidio Ave.) from Geary to Washington Sts.

Sec. 4. Rights and privileges upon terms, etc. that now or may be imposed by State of California or Board of Supervisors.  
Clause "C" applies.

ITEM 6

ORDER NO. 1890 passed over objections of Mayor Dec. 27, 1886.

To A. W. Rose, Jr. et al.

Acceptance filed Dec. 29, 1886.

Oak St. - Franklin St. to Stanyan St.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code apply.

Sec. 4. Section 499 (joint use) applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2449

Does not apply to this line.

ORDER NO. 2558

Can find no record of this order.

ITEM 7

ORDER NO. 2312 approved Dec. 20, 1890.

To City Railroad Co.

Acceptance filed Dec. 26, 1890.

Page St. - Market St. to Masonic Ave.

Sec. 2. Second. Clauses "B-1" & "D-1" apply.

Sec. 7. Clause "A" applies.

Sec. 8. Section 499 (joint use) applies.

RES. 13095 (3rd series)

Abandons Page St. - Market St. to Fillmore St.

ITEMS 1, 2, 3

USE OF ELECTRICITY

ORDINANCE NO. 20 (new series) approved

June 12, 1906.

To United Railroads of S.F.

Sec. 1. Authorizes operation of all cable lines by electricity where grades permit.

Item 4. Order No. 2589 - Sec. 5.

Item 5. Order No. 2781 - Sec. 2.

Item 6. Order No. 1890 - Sec. 3.

Item 7. Order No. 2312 - Sec. 5. Ord. 20 (N.S.)

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

PAVING

OBLIGATIONS

ITEM 8

ORDINANCE NO. 1575 (series of 1939)

approved April 16, 1942.

Agreement between company, City and County, and Works Projects Administration.

Exhibit B - Item 4 - called for track and pavement reconstruction. No work done and project is dead, due to cessation of activities by Works Projects Administration.



ORDINANCE NO. 2374 approved September 24, 1943.  
Exhibit "B" Item 4. 8th St. - southerly line of Market St. to northerly line of Mission St. Track and pavement reconstruction necessary on any portion of track area - \$1,750.00. -Repeals Ordinance. No. 1575.

REMARKS

Item 1. 8th St. - was previously Key No. 18  
Item 2. 12th St. - was previously Key No. 19  
Item 3. Otis St. - " " part of Key No. 3  
Item 4. 22nd St. - " " part of Key 12  
Item 5. Presidio Ave. " " " Key 21  
Item 6. Oak St. - " " " " Key 28  
Item 7. Page St. - " " " " Key 29

ITEM 1

ORDINANCE NO. 15.0916 approved May 15, 1935.  
Remove tracks and abandon service - 8th St. - between Brannan St. and Bryant St. - work completed.

ORDINANCE NO. 15.09114 approved Dec. 31, 1935.  
Remove tracks and abandon service on 8th St. between Mission St. and Bryant St. and repave portion of street formerly occupied by said railway tracks - work completed.



KEY NO. 18  
ESTIMATED COST OF WORK TO BE DONE  
 As of Dec. 31, 1943

|                                     |                        |                 |
|-------------------------------------|------------------------|-----------------|
| Asphalt Pavement and Base           | 11,693 sq.ft. @ \$ .26 | \$3,040.18      |
| Asphalt Top                         | 5,220 sq.ft. .10       | 522.00          |
| Asphalt Top on Basalt Block<br>Base | 2,800 sq.ft. .18       | 504.00          |
| Shim Rail                           | 365 lin.ft. 1.50       | 547.50          |
| Shim Rail (Min)                     | 2,080 lin.ft. 1.50     | <u>3,120.00</u> |
|                                     |                        | \$7,733.68      |

|                       | Asphalt<br>Pavement<br>& Base<br>sq. ft. | Asphalt<br>Top<br>sq.ft. | Asphalt<br>Top on<br>B.B.Base<br>sq. ft. | Shim<br>Rail<br>lin.ft. | Shim<br>Rail<br>(Min.)<br>lin.ft | Cost       |
|-----------------------|--|--------------------------|--|-------------------------|----------------------------------|------------|
| 8th Street            |  |                          |  |                         |                                  |            |
| Market-Mission        | 100                                      | 2650                     | 100                                      | 50                      |                                  | \$384.00   |
| 12th Street           |  |                          |  |                         |                                  |            |
| Market-Mission        |  |                          | 2700                                     |                         |                                  | 486.00     |
| Otis Street South     |  |                          |  |                         |                                  |            |
| Van Ness-Mission      |  | 179                      |  |                         |                                  | 17.90      |
| 22nd St. - Mission to |  |                          |  |                         |                                  |            |
| So. Van Ness Ave.     | 10400                                    |                          |  |                         | 2080                             | 5,824.00   |
| Presidio              |  |                          |  |                         |                                  |            |
| Sutter-Post           |  |                          |  |                         |                                  |            |
| Oak                   |  |                          |  |                         |                                  |            |
| Fillmore-Divisadero   | 815                                      | 693                      |  | 180                     |                                  | 551.20     |
| Page                  |  |                          |  |                         |                                  |            |
| Divisadero-           |  |                          |  |                         |                                  |            |
| Fillmore              | 378                                      | 698                      |  | 135                     |                                  | 370.58     |
| Polk                  |  |                          |  |                         |                                  |            |
| Hayes Fell            |  | 1000                     |  |                         |                                  | 100.00     |
|                       | 11693                                    | 5220                     | 2800                                     | 365                     | 2080                             | \$7,733.68 |
|                       | \$3040.18                                | \$522.00                 | \$504.00                                 | \$547.50                | \$3120.00                        |            |





- |                    |               |                    |            |
|--------------------|---------------|--------------------|------------|
| 1. 9th ST.         | - BRANNAN ST. | to MARKET ST.      |            |
| 2. LARKIN ST.      | - MARKET ST.  | to POST ST.        |            |
| 3. POST ST.        | - LARKIN ST.  | to POLK ST.        |            |
| 4. POLK ST.        | - POST ST.    | to NORTH POINT ST. |            |
| 5. BEACH ST.       | - POLK ST.    | to LARKIN ST.      | ) Bus Loop |
| 6. LARKIN ST.      | - BEACH ST.   | to NORTH POINT ST. |            |
| 7. NORTH POINT ST. | - LARKIN ST.  | to POLK ST.        |            |

ORIGINAL FRANCHISES

ORDER NO. 1525 approved Nov. 14, 1879.

To Sutter St. Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.

9th St. - Mission St. to Market St. and across  
Market St. to Larkin St.; Larkin St. - Market St.  
to Sutter St.; Polk St. - Sutter St. to Union St.

Sec. 2. - Sections 498, 500 & 502 of Civil  
Code apply.

Sec. 5. - Section 499 (joint use) applies.

Sec. 8. - Clause "A" applies.

ORDER NO. 1703 approved Jan. 3, 1883.

To Sutter St. Railroad Co.

Acceptance filed Jan. 10, 1893.

Polk St. - Sutter St. to Market St.; Post St.  
Polk St. to Larkin St.

Sec. 2 - Sections 498, 500, 502 & 503 of  
Civil Code apply.

Sec. 4 - Section 499 (joint use) applies.

Sec. 7 - Clause "A" applies.

ORDER NO. 1907 approved Apr. 14, 1887.

To Sutter St. Railroad Co.

Res. 19,824 filed Oct. 10, 1887 accepted state-  
ment that \$40,000 expended within 6 months from  
grant of franchise as required by franchise.

9th St. - Mission St. to Brannan Sts.

Sec. 3. Sections 498, 500, 502 & 503 of Civil  
Code apply.

Opinion of City Attorney dated Sept. 17, 1912.

During continuance of franchise keep entire  
roadway in good order and repair.

Sec. 8. Clause "A" applies.

ORDER NO. 2310 passed over objections

of Mayor Dec. 23, 1890.

To Sutter St. Railway Co.

Acceptance filed Dec. 29, 1890.

Polk St. - Union St. to Tonquin St.

Sec. 3. Sections 498, 500, 502 & 503 of  
Civil Code apply.

Sec. 8. Clause "A" applies.

ORDINANCE NO. 2108 passed Dec. 16, 1912

To United Railroads of S.F. - Revocable at will  
of Supervisors.

Use portions of Bay & Laguna Sts.



ORDER NO. 2385 & ORDER NO. 547 (new series) do not affect this company or line.

USE OF ELECTRICITY

ORDINANCE NO. 20 (new series).

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

ORDINANCE NO. 15.0914 approved July 9, 1934.

9th St. - Folsom St. to Harrison St. (part of overhead trolley coach permit.

RES. NO. 93 approved Feb. 15, 1939.

Bus permit, revocable at will.

9th St. - from Brannan St. to Market St., to Larkin St. to Post St. to Polk St. to Ft. Mason and North Point St. Cars to operate during peak hours.

ORDINANCE NO. 170 approved May 23, 1939.

9th St. - Bryant St. to Brannan St.

Remove rails - abandon street car service.

RES. NO. 812 approved Feb. 19, 1940.

9th St. - southeasterly line of Bryant St. to northwesterly line of Market St. including crossings except that of Municipal Railway at 9th and Market Sts., and crossing at 9th and Howard Sts. - remove at its own expense said railway tracks and all trolley poles and wires, except to support feeder wires on one side of street; remove at own expense all street railway ties from 9th St. between southeasterly line of Bryant St. and southeasterly line of Folsom St. and construct at own expense simultaneously with city contract, a standard asphalt-concrete pavement consisting of 6 inch Class "F" concrete base and 2 inch asphalt concrete wearing surface 20 ft. wide and over present track area, on 9th St. from northwesterly line of Brannan St. to southeasterly line of Folsom St.

City to agree to pave at own expense after removal of rails between southeasterly line of Folsom St. and northwesterly line of Market St. and remove ties and fill and remove crossing of Municipal Railway at Market and 9th Sts., and crossing at 9th and Howard Sts, allow to operate buses 9th St. - from Brannan St. to Market St. and across Market St. to Larkin St. for unexpired term of operating permit.

ORDINANCE NO. 703 approved July 2, 1940.

9th St. - southeasterly line of Bryant St. to northwesterly line of Market St. - discontinue street car service and remove its railway tracks.

(gelesen von) G. von KRAUSE

[illegible]

ORDINANCE NO. 704 approved July 2, 1940.

From Market and Larkin Sts. across Market St. to 9th St.; 9th St. - from Market St. to Brannan St. Motor buses for unexpired term of operating permit.

To operate motor buses in connection with street cars.

Larkin St. - Market St. to Post St.; Post St. - Larkin St. to Polk St.; Polk St. - Post St. to northerly end thereof - for unexpired term of operating permit.

Bus loop at Beach, Larkin and North Point Sts. has no permit, and no street car tracks ever existed on these streets.

PAVING  
OBLIGATIONS

All work required on 9th St. from Brannan St. to northwesterly line of Market St. has been completed.

ORDINANCE NO. 1575 approved Apr. 16, 1941.

Agreement between company, City and County, and Works Projects Administration.

Exhibit "A". Polk, Post and Larkin Sts. from Market St. to north end of tracks on Polk St. - 930 lin.ft. single track - remove rails and pave trenches.

20,500 lin.ft. single track - remove rails, re-pave trenches and construct asphaltic wearing surface over track area.

No work done under this agreement and none will be done, due to cessation of activities of Works Projects Administration.

LAST CAR

Larkin, Post and Polk Sts. - one run per day of street cars over this route, but will be increased as buses needed on other routes due to request of Office of Defense Transportation are released.



KEY NO. 19  
ESTIMATED COST OF WORK TO BE DONE  
As of Dec. 31, 1943

|                                  |                |          |                    |
|----------------------------------|----------------|----------|--------------------|
| Asphalt Pavement & Base          | 27,543 sq.ft.  | € \$ .25 | \$ 7,161.75        |
| Asphalt Top                      | 6,757 sq.ft.   | .10      | 675.70             |
| Asphalt Top on Basalt Block Base | 6,806 sq.ft.   | .18      | 1,225.08           |
| Concrete Pavement                | 36 sq.ft.      | .30      | 10.80              |
| Shim Rail                        | 13,603 lin.ft. | 1.50     | 20,404.50          |
| Shim Rail (Min)                  | 2,200 lin.ft.  | 1.50     | 3,300.00           |
|                                  |                |          | <u>\$32,777.78</u> |

| Asphalt Pavement & Base | Asphalt Top | Asphalt Top on B.B. Base | Concrete Pavement | Shim Rail   | Shim Rail (Min.) | Cost        |
|-------------------------|-------------|--------------------------|-------------------|-------------|------------------|-------------|
| sq. ft.                 | sq. ft.     | sq. ft.                  | sq. ft.           | lin. ft.    | lin. ft.         |             |
| Larkin St.              | 3900        | 586                      | 1386              |             |                  | \$3,151.60  |
| Market-Post             |             |                          |                   |             |                  |             |
| Post St.                |             |                          |                   |             |                  |             |
| Larkin-Polk             |             |                          |                   |             |                  |             |
| Polk St.                |             |                          |                   |             |                  |             |
| Post-North Point        | 23645       | 6171                     | 6806              | 36          | 12217            | 2200        |
|                         |             |                          |                   |             |                  | 29,626.18   |
| 27545                   | 6757        | 6806                     | 36                | 13603       | 2200             |             |
| \$7,161.70              | \$675.70    | \$1,225.08               | \$10.80           | \$20,404.50 | \$3,300.00       | \$32,777.78 |

Sum of all

Sum of all

Sum of all

Sum of all

Sum of all



- |                    |                   |                    |
|--------------------|-------------------|--------------------|
| 1. FILLMORE ST.    | - BROADWAY        | to DUBOCE AVE.     |
| 2. DUBOCE AVE.     | - FILLMORE ST.    | to CHURCH ST.      |
| 3. CHURCH ST.      | - DUBOCE AVE.     | to 16TH ST.        |
| 4. 16TH ST.        | - CHURCH ST.      | to KANSAS ST.      |
| 5. KANSAS ST.      | - 16TH ST.        | to 17TH ST.        |
| 6. 17TH ST.        | - KANSAS ST.      | to CONNECTICUT ST. |
| 7. CONNECTICUT ST. | - 17TH ST.        | to 18TH ST.        |
| 8. 18TH ST.        | - CONNECTICUT ST. | to 3RD ST.         |

ORIGINAL FRANCHISES

ORDER NO. 1524 approved Nov. 12, 1879.

To Central Railroad Co. of S.F.

Acceptance filed Nov. 13, 1879.

Fillmore St. - Turk to Post Sts.

Sec. 2. Sections 498, 500 & 502 of Civil Code apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 2541 approved June 3, 1892.

To Market St. Cable Railway Co.

Acceptance filed June 9, 1892.

Church St. - 30th to Hermann or Kate Sts.

Ridley St. (now Duboce Ave.) - Church to Fillmore Sts.; Fillmore St. - Ridley St. (now Duboce Ave.) to its northerly termination; 16th St. - Illinois to Market Sts.

Sec. 2. - Clause "B" applies.

Sec. 7. - Clause "A" applies.

Sec. 8. Section 499 (joint use) applies.

RES. NO. 10852 (3rd series).

Abandons Church St. - 30th to Hermann Sts.

RES. NO. 13,948 (3rd series).

Abandons 16th St. - Illinois to Kansas Sts.; 16th St. - Church to Market Sts.

ORDER NO. 2858 in Board of Supervisors

April 15, 1895.

To Market St. Railway Co. after bids for \$605.00.

Acceptance filed April 26, 1895.

Church St. - 16th to Ridley St. (now Duboce Ave);

Duboce Ave. - Church to Fillmore Sts.

Sec. 2. Clauses "B-1" and "B-2" apply.

Sec. 4. Clauses "A" and "C" apply.

ORDER NO. 2469 approved Nov. 18, 1891.

To Stump, Doble, Lillenthal, et al.

Acceptance filed Dec. 4, 1891.

Kansas St. - Channel to Santa Clara St. (now 17th St.); Santa Clara St. (now 17th St.) to Connecticut St.; Connecticut St. - Santa Clara (now 17th St.) to Solano St. (now 18th St.); Solano St. (now 18th St.) - Connecticut to Kentucky St. (now 3rd St.).

Sec. 3. Clauses "B-1" and "B-2" apply.

Sec. 8. Clause "A" applies.

Sec. 9. Sec. 499 (joint use) applies.



USE OF ELECTRICITY

RES. NO. 11,600 (3rd series)

Connect to car house.

Turk St. between Fillmore and Steiner Sts.

Order No. 2469, Sec. 6 - Items 5,6,7, &amp; 8.

Order Nos. 2369 and 2601 referred to at end of  
Order No. 2469 in franchise; have not been able  
to find copies of them.

BUS PERMITS

Fillmore St. from Broadway northerly is included  
and analyzed under Key No. 10, Line B24.



KEY NO. 20  
ESTIMATED COST OF WORK TO BE DONE  
As of Dec. 31, 1943

|                                  |                |                |      |             |
|----------------------------------|----------------|----------------|------|-------------|
| Asphalt Pavement & Base          | 103,250        | @ \$           | .26  | \$26,845.00 |
| Asphalt Top                      | 30,599 sq.ft.  |                | .10  | 3,059.90    |
| Asphalt Top on Basalt Block Base | 20,281 sq.ft.  |                | .18  | 3,650.58    |
| Brick Pavement                   | 1,100 sq.ft.   |                | .50  | 550.00      |
| Shim Fall                        | 41,016 lin.ft. |                | 1.50 | 61,524.00   |
| Shim Fall (Min)                  | 1,281 lin.ft.  |                | 1.50 | 1,921.50    |
|                                  |                | Estimated Cost |      | \$97,202.98 |

|  | Asphalt Pavement Top & Base sq.ft. | Asphalt Top sq.ft. | Brick Pavement sq.ft. | Shim Rail (Min.) lin.ft. | Shim Rail lin.ft. | Cost                   |
|--|------------------------------------|--------------------|-----------------------|--------------------------|-------------------|------------------------|
| Fillmore & Broadway to Church & Market Sts.  | 44,281                             | 11,302             | 16,681                | 1,100                    | 18,279            | 667 \$44,614.84        |
| Church & Market Sts. to 16th and Pryant Sts. | 31,977                             | 7,017              | 3,600                 | 18,297                   |                   | 37,109.22              |
| 16th & Bryant Sts. to 18th and Third Sts.    | 26,992                             | 12,280             |                       | 4,440                    | 382               | 15,478.92              |
|  | 103,250                            | 30,599             | 20,281                | 1,100                    | 41,016            | 1,049                  |
|  | \$26,845.00                        | \$3,059.90         | \$3,650.58            | \$550.00                 | \$61,524.00       | \$1,573.50 \$97,202.98 |



KEY NO. 21

Line Nos. 1,2,3,4

|                    |                  |                   |
|--------------------|------------------|-------------------|
| 1. SUTTER ST.      | - MARKET ST.     | to PRESIDIO AVE.  |
| 2. PRESIDIO AVE.   | - SUTTER ST.     | to CALIFORNIA ST. |
| 3. CALIFORNIA ST.  | - PRESIDIO AVE.  | to PARKER AVE.    |
| 4. PARKER AVE.     | - CALIFORNIA ST. | to EUCLID AVE.    |
| 5. EUCLID AVE.     | - PARKER AVE.    | to ARGUELLO BLVD. |
| 6. ARGUELLO BLVD.  | - EUCLID AVE.    | to CLEMENT ST.    |
| 7. CLEMENT ST.     | - ARGUELLO BLVD. | to 33RD AVE.      |
| 8. 33RD AVE.       | - CLEMENT ST.    | to GEARY BLVD.    |
| 9. GEARY BLVD.     | - 33RD AVE.      | to 48TH AVE.      |
| 10. 48TH AVE.      | - GEARY BLVD.    | to PT. LOBOS AVE. |
| 11. CALIFORNIA ST. | - PARKER AVE.    | to 6TH AVE.       |
| 12. SACRAMENTO ST. | - FILLMORE ST.   | to ARGUELLO BLVD. |
| 13. ARGUELLO BLVD. | - SACRAMENTO ST. | to LAKE ST.       |
| 14. LAKE ST.       | - ARGUELLO BLVD. | to 6TH AVE.       |
| 15. 6TH AVE.       | - LAKE ST.       | to FULTON ST.     |
| 16. JACKSON ST.    | - FILLMORE ST.   | to PRESIDIO AVE.  |
| 17. PRESIDIO AVE.  | - JACKSON ST.    | to CALIFORNIA ST. |

ORIGINAL FRANCHISES

ITEMS 1 TO 11 INCL.

ORDER NO. 1531 approved Nov. 28, 1879

To City Railroad Co.

Acceptance filed Dec. 1, 1879.

Sutter St. - Dupont (now Grant Ave.) to Market St.

Sec. 2. Sections 498,500, & 502 of Civil

Code apply.

Sec. 7. Clause "A" applies.

ORDER NO. 1525 approved Nov. 14, 1879.

To Sutter St. Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.

Sec. 1. First. Sutter St. - Market St. to  
Central Ave. (now Presidio Ave.)

Sec. 2. Sections 498,500 & 502 of Civil Code  
apply.

Sec. 5. Section 499 applies.

Sec. 8. Clause "A" applies.

ORDER NO. 2781 in Board of Supervisors

July 2, 1894.

To Adolph Sutro.

Acceptance filed July 18, 1897.

Central Ave. (now Presidio Ave) from Geary to  
Washington Sts.; First Ave. (now Arguello Blvd.)  
from Washington to Clement Sts.; thence along  
Clement St. from First Ave. (now Arguello Blvd.)  
to east line of City Cemetery Reservation.; thence  
through City Cemetery Reservation to 33rd Ave. ...  
along 33rd Ave. to Point Lobos Ave. (now Geary  
Blvd.); thence along Point Lobos Ave. (now Geary  
Blvd.) to 48th Ave.; thence along 48th Ave. to  
Point Lobos Road (now Point Lobos Ave.); along





California St. westerly to Maple St.; thence southerly through private lands along unnamed St. (now Parker Ave.) to Richmond Ave. (now Euclid Ave.) to First Ave. (now Arguello Blvd.).  
Sec. 4. Clause "C" applies.

ITEM 11

ORDER NO. 1537 approved Nov. 29, 1879.  
To Stanford, Mills, Tevis, Wormser, et al  
Acceptance filed Dec. 8, 1879.  
California St. - First Ave. (now Arguello Blvd.)  
(terminus of California St. Railroad Company's railroad line); thence along California St. to 6th Ave. for 50 years.

Sec. 2. Sections 498,500 & 502 of Civil Code of Calif. apply.

ORDER NO. 1489 approved Feb. 21, 1879.  
To California St. Railroad Co. for 25 years.

Sec. 2. Right to construct continuation of present California St. railroad from Cemetery Ave. or Central Ave. (now Presidio Ave.) to First Ave. (now Arguello Blvd.) by dummy steam engines.

ORDER NO. 1538 approved Nov. 29, 1879.  
To California St. Railroad Co.  
Extended time of Order Nos. 1489 and 1292 (original franchise of Stanford, Hopkins, etc. for California St. from Kearny to First Ave. (now Arguello Blvd) changed to California St. from Kearny to Central Ave. (now Presidio Ave.) by Order No. 1489, to fifty years from Feb. 17, 1879.

REMARKS

Order No. 1489 indicates that California Railroad Co. succeeded individuals who were grantees of Order No. 1292 for California St. - Kearny to 1st Ave. (now Arguello Blvd). Order No. 1537 granted for 50 years to individuals who were grantees of Order No. 1292. Order No. 1538 extended Order No. 1292 and Order No. 1482 to be for 50 years from Feb. 17, 1879. Did the Market St. Railway succeed to franchise covered by Order Nos. 1489 and 1537?  
Franchise Book of 1910-pp 230 Thirty Four - Amended Articles of Incorporation of United Railroads of S.F. dated March 29, 1902 lists the questioned items as part of their franchises. Street Railway Transportation report by M. M. O'Shaughnessy dated 1929 pp 214 brings up the same question.

ITEMS 12,13,14 & 15

ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890.  
To Moffatt, Reinstein & Eisner.  
Acceptance filed Dec. 31, 1890.



Sec. 1. Sacramento St. - from Divisadero St. to and across First Ave. (now Arguello Blvd). to Lake St.; along Lake St. to 6th Ave.; along 6th Ave. to "D" St. (now Fulton St).

Sec. 4. Sections 498, 500, 502 & 503 of Civil Code apply. Clause "D-2" applies.

ORDER NO. 2385 approved June 9, 1891.  
To Ferries and Cliff House Railway Co., successors in interest to Martin, Ballard, Adams, et al. Acceptance filed June 9, 1891.

Sec. 1. To extend for unexpired term of Order Nos. 1881 and 1882 in effect Oct. 22, 1886 and Nov. 22, 1886 respectively which were to run for 45 years from July 14, 1886.

Sacramento St. at Powell, connecting with track on Sacramento St.; thence along Sacramento St. to Maple St.

Carries conditions of Order Nos. 1881 and 1882 which are as follows:

Sec. 2. Order No. 1881. Sections 498, 500, 502 and 503 of Civil Code apply. Clause "D-1" applies.

#### ITEMS 16 & 17

ORDER NO. 1871 approved July 14, 1886.  
To Martin, Ballard, Adams, et al.  
Stipulation and acceptance filed July 12, 16 and Nov. 29, 1886.

Jackson St. - from First Ave. (now Arguello Blvd.) to Steiner, double track; Jackson St. - from Battery to Steiner, single track.  
Time extended by Order No. 1882 over objections of Mayor, Nov. 22, 1886.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code apply. Clause "D-1" applies.

RES. NO. 18946 (new series) in Board,  
July 12, 1886.  
Same route as Order No. 1871.

ORDER NO. 1926 approved Sept. 27, 1887.  
To Martin, Ballard, Adams, et al.  
Acceptance filed Oct. 4, 1887.

Central Ave. (now Presidio Ave.) from Jackson to California St., single or double track and curves into Central Ave. (now Presidio Ave.), from Jackson St.

Sec. 2. Sections 498, 500, 502 & 503 of Civil Code apply.  
Clause "D-1" applies also upon all portions of said streets which have been heretofore "accepted" by the City and County under the provisions of the Street Act, the said grantees, their successors, etc..... shall from and after the passage of this



order keep in good order and repair the surface of said accepted streets throughout the entire roadway thereof; and whenever any portion of said streets shall hereafter be accepted under the provisions of said act, said grantees, their successors and assigns shall, after the date of such acceptance, keep the surface of said streets in good order and repair throughout the entire roadway.

Provided that when any accepted street is not constructed upon or to the official grade thereof, or is not now in good order and repair, the liability of said grantees, their successors and assigns to keep the same in good order and repair shall not commence until the City and County shall have first placed the same in good order and repair and constructed the same to the official grade.

#### REMARKS

Presidio Ave. (formerly Central Ave.) from Jackson St. to California St. which was granted by Order No. 1926 approved Sept. 27, 1887 and no length of time of franchise is mentioned. City Attorney O'Toole seems to be of the opinion that this franchise expired in 25 years or on Sept. 27, 1912 and no record appears of its extension. However this franchise was surrendered when receiving the operating permit of Feb. 9, 1931. California St. - from Maple (opposite Parker Ave.) to First Ave. (now Arguello Blvd.) is covered by Order No. 1538 extended the time of Order No. 1292 to 50 years. Order No. 1292 approved June 14, 1876 was to the California Street Railroad Company which has never been taken over by the Market Street Railway Company or its predecessors and can find no other franchise covering this section of line, but Order No. 1538 is included among the franchises surrendered and when receiving the operating permit of Feb. 9, 1931.

#### USE OF ELECTRICITY

ORDINANCE NO. 20 (N.S.) approved June 12, 1906.

Sec. 1. United Railroads of S.F. is hereby authorized to operate all of its several cable railway lines so far as grades will permit, by electricity and erect necessary poles and string necessary wires.



Sec. 3. First class in every respect and include highly ornamental poles on Sutter St. from Market St. to the west line of Van Ness Ave. and on every alternate pole said company shall install and maintain, at its own expense, and without expense to the City, electric lights for the lighting of ..... said Sutter St. .... First class iron poles shall be used ..... feed wires underground on Sutter St. from Market St. to west line of Van Ness Ave. (Our Item 1).

RES. 11448 (3d Series) in Board of Supervisors Dec. 3, 1894.

To Adolph Sutro.

Permission to use electricity, erect necessary iron poles.

Central Ave. (now Presidio Ave.) - from Geary to California St.; California St. - from Central Ave. (now Presidio Ave.) to Williamson St. (now Parker Ave). Wood poles. Williamson St. (now Parker Ave.) to Richmond Ave. (now Euclid Ave.) to First Ave. (now Arguello Blvd) to Clement St., etc. to 48th Ave. and Geary Blvd.

ORDER NO. 2781 in Board of Supervisors July 2, 1894.

To Adolph Sutro.

Sec. 2. - May use electricity (covers our Items 2, 3, 4, 5, 6, 7, 8 & 9).

ORDER NO. 2304 passed over objections of Mayor Dec. 23, 1890.

To Moffat, Reinstein, Eisner et al.

Sec. 2. May use electricity (our Items part of 12, 13, 14 & 15).

#### ITEMS 3 TO 8

RESOLUTION No. 10,518 approved Nov. 13, 1913  
To United Railroads of San Francisco -Revocable at will of Supervisors

Acceptance filed Dec. 1, 1913

Presidio Ave. and California St.-permission granted revocable at will of Supervisors to install single track on a curve connecting single track on Presidio Ave. at California to existing tracks of company on California St. at Presidio Ave. to convey cars from car barn at 33d Ave. and Clement St. to Presidio Ave. line over route as follows: California St. from Presidio Ave. to Parker Ave. to Euclid Ave. to First Ave. (Arguello Blvd.) to Clement St. to car barn at 33d Ave.

Permit granted subject to prior construction of a railway to Pacific Mail dock and not fulfillment of this obligation cancels the entire privilege.







OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMITS

ORDINANCE NO. 510 approved Feb. 28, 1940, for unexpired term of operating permit.

Sec. 1f. Fulton St. - 6th to 7th Aves.; 7th Ave. - Fulton to Cabrillo Sts.; Cabrillo St. - 7th to 6th Aves.; 6th Ave. - Cabrillo to Lake Sts.; Lake St. - 6th Ave. to Arguello Blvd.; Arguello Blvd. - Lake to Sacramento Sts.; Sacramento St. - Arguello Blvd. to Fillmore St.; Fillmore St. - Sacramento to Sutter Sts.; Sutter St. - Fillmore to Steiner Sts.; Steiner St. - Sutter to Bush Sts.; Bush St. - Steiner to Fillmore Sts.; thence over same route; also 6th Ave. - Cabrillo to Fulton Sts. (Covers our Items 12, 13, 14 & 15).  
Route changed now over Bush St. from Fillmore St. to Webster St., to Sutter St., to Fillmore St., to Bush St. No franchise for this route. Changed at request of Police Department, 1942.

SPECIAL PAVING  
OBLIGATIONS

ORDINANCE NO. 510 - Sec. 4. Clause "F"

LAST CAR

Cars operate part of time and bus part of time.



## KEY NO. 21

## ESTIMATED COST OF WORK TO BE DONE

As of Dec. 31, 1943

|                                  |                  |          |              |
|----------------------------------|------------------|----------|--------------|
| Asphalt Pavement and Base        | 227,726 sq. ft.  | @ \$ .26 | \$ 59,208.73 |
| Asphalt Top.                     | 49,840 sq. ft.   | .10      | 4,984.00     |
| Asphalt Top on Basalt Block Base | 2,212 sq. ft.    | .18      | 398.16       |
| Concrete Pavement                | 1,396 sq. ft.    | .30      | 418.80       |
| Shim Rail                        | 100,296 lin. ft. | 1.50     | 150,444.00   |
| Shim Rail (Min)                  | 1,362 lin. ft.   | 1.50     | 2,043.00     |
|                                  | Estimated Cost   |          | \$217,496.72 |

|                | Asphalt Pavement & Base | Asphalt Top | Asphalt Top on B.B. Base | Concrete Pavement | Shim Rail    | Shim Rail (Min.) | Cost         |
|----------------|-------------------------|-------------|--------------------------|-------------------|--------------|------------------|--------------|
|                | sq. ft.                 | sq. ft.     | sq. ft.                  | sq. ft.           | lin. ft.     | lin. ft.         |              |
| Sutter St.     | 39527                   | 4440        | 260                      | 1396              | 20130        |                  | \$ 41,381.62 |
| Presidio Ave.  | 8254                    | 360         |                          |                   | 3852         |                  | 7,960.04     |
| California St. | 3669                    | 2020        |                          |                   | 1791         |                  | 3,842.44     |
| Parker Ave.    | 2125                    | 1819        |                          |                   | 320          |                  | 1,214.40     |
| Euclid Ave.    | 1769                    | 1054        |                          |                   | 380          |                  | 1,135.34     |
| Arguello Blvd. | 210                     | 95          |                          |                   | 105          |                  | 221.60       |
| Clement St.    | 62172                   | 7839        |                          |                   | 24566        | 1362             | 55,840.62    |
| 33d Ave.       | 974                     | 786         | 1000                     |                   | 20           |                  | 541.84       |
| Geary Blvd.    | 22792                   | 427         |                          |                   | 9190         |                  | 19,753.62    |
| 48th Ave.      | 647                     | 23          |                          |                   | 300          |                  | 620.52       |
| California St. | 19746                   | 15730       |                          |                   | 9622         |                  | 21,139.96    |
| Sacramento St. | 17261                   | 5569        | 952                      |                   | 6953         |                  | 15,645.62    |
| Arguello Blvd. | 1240                    |             |                          |                   |              |                  | 322.40       |
| Lake St.       | 7126                    | 716         |                          |                   | 3103         |                  | 6,578.86     |
| 6th Ave.       | 21566                   | 1985        |                          |                   | 12778        |                  | 24,972.66    |
| Jackson St.    | 18418                   | 6813        |                          |                   | 7186         |                  | 16,248.98    |
| Presidio Ave.  | 230                     | 164         |                          |                   |              |                  | 76.20        |
|                | 227726                  | 49840       | 2212                     | 1396              | 100296       | 1362             |              |
|                | \$59,208.76             | \$4,984.00  | \$398.16                 | \$418.80          | \$150,444.00 | \$2,043.00       | \$217,496.72 |

| Date   | Description | Debit | Credit | Balance | Total |
|--------|-------------|-------|--------|---------|-------|
|        |             |       |        |         |       |
| 1900   |             |       |        |         |       |
| Jan 1  | Balance     |       |        |         |       |
| Jan 2  | ...         |       |        |         |       |
| Jan 3  | ...         |       |        |         |       |
| Jan 4  | ...         |       |        |         |       |
| Jan 5  | ...         |       |        |         |       |
| Jan 6  | ...         |       |        |         |       |
| Jan 7  | ...         |       |        |         |       |
| Jan 8  | ...         |       |        |         |       |
| Jan 9  | ...         |       |        |         |       |
| Jan 10 | ...         |       |        |         |       |
| Jan 11 | ...         |       |        |         |       |
| Jan 12 | ...         |       |        |         |       |
| Jan 13 | ...         |       |        |         |       |
| Jan 14 | ...         |       |        |         |       |
| Jan 15 | ...         |       |        |         |       |
| Jan 16 | ...         |       |        |         |       |
| Jan 17 | ...         |       |        |         |       |
| Jan 18 | ...         |       |        |         |       |
| Jan 19 | ...         |       |        |         |       |
| Jan 20 | ...         |       |        |         |       |
| Jan 21 | ...         |       |        |         |       |
| Jan 22 | ...         |       |        |         |       |
| Jan 23 | ...         |       |        |         |       |
| Jan 24 | ...         |       |        |         |       |
| Jan 25 | ...         |       |        |         |       |
| Jan 26 | ...         |       |        |         |       |
| Jan 27 | ...         |       |        |         |       |
| Jan 28 | ...         |       |        |         |       |
| Jan 29 | ...         |       |        |         |       |
| Jan 30 | ...         |       |        |         |       |
| Jan 31 | ...         |       |        |         |       |
| Feb 1  | ...         |       |        |         |       |
| Feb 2  | ...         |       |        |         |       |
| Feb 3  | ...         |       |        |         |       |
| Feb 4  | ...         |       |        |         |       |
| Feb 5  | ...         |       |        |         |       |
| Feb 6  | ...         |       |        |         |       |
| Feb 7  | ...         |       |        |         |       |
| Feb 8  | ...         |       |        |         |       |
| Feb 9  | ...         |       |        |         |       |
| Feb 10 | ...         |       |        |         |       |
| Feb 11 | ...         |       |        |         |       |
| Feb 12 | ...         |       |        |         |       |
| Feb 13 | ...         |       |        |         |       |
| Feb 14 | ...         |       |        |         |       |
| Feb 15 | ...         |       |        |         |       |
| Feb 16 | ...         |       |        |         |       |
| Feb 17 | ...         |       |        |         |       |
| Feb 18 | ...         |       |        |         |       |
| Feb 19 | ...         |       |        |         |       |
| Feb 20 | ...         |       |        |         |       |
| Feb 21 | ...         |       |        |         |       |
| Feb 22 | ...         |       |        |         |       |
| Feb 23 | ...         |       |        |         |       |
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1. McALLISTER ST. - MARKET ST. to CENTRAL AVE.
2. FULTON ST. - MASONIC AVE. to LA PLAYA ST.
3. LA PLAYA ST. - FULTON ST. to BALBOA ST. (Key No. 24).

ORIGINAL FRANCHISE

ITEM 1

ORDER NO. 1514 approved Sept. 20, 1879.

To Market St. Railway Co. of S.F.

Amended by Order Nos. 1676 and 2289.

Acceptance filed Sept. 23, 1879.

Sec. 1. Fourth. Commencing at Market St.;  
thence along McAllister St. to a point within  
400 feet west of west line of Divisadero St.

Sec. 2. Sections 498,500 & 502 of Civil Code  
apply.

Sec. 8. Clause "A" applies.

ITEMS 1 & 2

ORDER NO. 1676 approved June 5, 1892.

To Market St. Railway Co. of S. F.

Sec. 1. Third. Commencing at Market St.;  
thence along McAllister St. to Lott St. (now  
Central Ave.); thence southwest to Fulton St.;  
thence along Fulton St. to Stanyan St.

ORDER NO. 1723 approved June 29, 1883.

To Market St. Cable Railway Co.

Along Fulton St. from Stanyan St. to First Ave.  
(now Arguello Blvd.).

ORDER NO. 2289 passed over objections  
of Mayor Dec. 9, 1890.

To Market St. Railroad Co. of S.F.

Sec. 1. Commencing at westerly end of track  
of Market St. Cable Railway Co. on Fulton St.;  
thence upon Fulton St. to junction with "D" St.  
(now Fulton St.); thence along "D" St. to 7th Ave.  
Amends Order Nos. 1514 & 1676, same rights.

ORDER NO. 2541 approved June 3, 1892.

To Market St. Cable Railway Co. for unexpired terms  
of Order Nos. 1514, 1676 and 2289.

Acceptance filed June 9, 1892.

Commencing at westerly end of tracks of grantee on  
"D" St. (now Fulton St.) near 7th Ave.; thence upon  
"D" St. (now Fulton St.) to westerly line of 19th  
Avenue.

Sec. 2. Second. Clause "B" applies.

Sec. 7. Clause "A" applies.

ORDER NO. 2304 passed over objections of  
Mayor Dec. 23, 1890.

To Moffatt, Reinstein & Eisner.

Acceptance filed Dec. 31, 1890.

"D" St. (now Fulton St.) from 6th Ave. to Ocean.

Sec. 4. Sections 498,500,502 & 503 of Civil  
Cod apply.

Clause "D-2" applies.



ORDER NO. 1524 approved Nov. 12, 1879.  
 To Central Railroad Co. of S.F.  
 Acceptance filed Nov. 13, 1879.  
 "D" St. (now Fulton St.) - 1st Ave. to 6th Ave.  
 Sec. 2. Sections 498,500, & 502 of Civil  
 Code apply.  
 Sec. 5. Section 499 (joint tracks) applies.  
 Sec. 8. Clause "A" applies.  
ORDER NO. 2535 approved June 3, 1892.  
 To Ocean Beach Railway Co.  
 Acceptance filed June 6, 1892  
 Fulton St. - Stanyan St. to 1st Ave. (now Arguello  
 Blvd).  
 Sec. 2. First & Second. Clause "B" applies.  
 Sec. 5 Use electricity.  
 Sec. 7. Clause "A" applies.  
 Sec. 8. Sec. 499 (joint tracks) applies.  
ITEM 3  
 See Key No. 24 For this item.

PERMIT TO USE  
ELECTRICITY

ORDN. NO. 20 (new series) approved  
 June 12, 1906.  
 To United Railroads of S.F.  
 Sec. 1. Authorized to operate all of its  
 several cable railway lines as far as grades will  
 permit, by electricity and erect necessary poles  
 and string necessary wires.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 510 (series of 1939)  
 approved Feb. 28, 1940.  
 Sec. f. Fulton St. - 6th Ave. to 7th Ave.  
 part of Bus Line No. 4 (our Key No. 21).  
ORDINANCE NO. 931 approved Nov. 19, 1940.  
 Amends Ordinance No. 510.  
 Does not affect this line.

PAVING  
OBLIGATIONS

ORDINANCE NO. 1575 (series of 1939)  
 approved April 16, 1942.  
 Agreement between company, City and County, and  
 Works Projects Administration.  
 Exhibit "B" Item 1. Track and pavement recon-  
 struction. McAllister St. from north line of  
 Market St. to west line of Central Ave. No work  
 done and agreement is dead due to cessation of  
 activities of Works Projects Administration.  
ORDINANCE NO. 2374 approved Sept. 24,  
 1943  
ITEM 4  
 Exhibit "B"  
 McAllister St. - N.L. of Market St. to W.L. Cen-  
 tral Ave. Track and Pavement reconstruction. Est.  
 cost of work - \$11,401.00. Ordinance No. 1575  
 is repealed. R-87





## ESTIMATED COST OF WORK TO BE DONE

AS OF Dec. 31, 1943

|                                  |                 |   |      |              |
|----------------------------------|-----------------|---|------|--------------|
| Asphalt Pavement & Base          | 146,208 sq. ft. | ¢ | .26  | \$38,014.08  |
| Asphalt Top                      | 20,881 sq. ft.  |   | .10  | 2,088.10     |
| Asphalt Top on Basalt Block Base | 5,248 sq. ft.   |   | .18  | 944.64       |
| Brick Pavement                   | 582 sq. ft.     |   | .50  | 291.00       |
| Shim Rail                        | 71,168 lin. ft. |   | 1.50 | 106,752.00   |
| Shim Rail (Min.)                 | 4,240 lin. ft.  |   | 1.50 | 6,360.00     |
|                                  | Estimated Cost  |   |      | \$154,449.82 |

| Asphalt Pavement & Base | Asphalt Top | Asphalt Top on B.B. Base | Brick Pavement | Shim Rail (Min.) | Shim Rail |
|-------------------------|-------------|--------------------------|----------------|------------------|-----------|
| sq. ft.                 | sq. ft.     | sq. ft.                  | sq. ft.        | lin. ft.         | lin. ft.  |
| Cost                    |             |                          |                |                  |           |

|                     |       |       |      |       |      |             |
|---------------------|-------|-------|------|-------|------|-------------|
| R. McAllister St.   | 46234 | 6048  | 3918 | 24134 | 702  | \$50,584.88 |
| Market-Central Ave. |       |       |      |       |      |             |
| Fulton St.          | 99974 | 14833 | 1330 | 47034 | 3538 | 103,864.94  |
| Masonic-La Playa)   |       |       |      |       |      |             |
| La Playa            |       |       |      |       |      |             |
| Fulton-Balboa       |       |       |      |       |      |             |

SEE KEY 24

|             |            |          |          |              |            |              |
|-------------|------------|----------|----------|--------------|------------|--------------|
| 146,208     | 20,881     | 5,248    | 582      | 71,168       | 4,240      |              |
| \$38,014.08 | \$2,088.10 | \$944.64 | \$291.00 | \$106,752.00 | \$6,360.00 | \$154,449.82 |



- |                   |                  |                   |
|-------------------|------------------|-------------------|
| 1. TURK ST.       | - MASON ST.      | to ARGUELLO BLVD. |
| 2. ARGUELLO BLVD. | - TURK ST.       | to BALBOA ST.     |
| 3. BALBOA ST.     | - ARGUELLO BLVD. | to 31ST AVE.      |
| 4. EDDY ST.       | - MARKET ST.     | to DIVISADERO ST. |
| 5. MASON ST.      | - TURK ST.       | to EDDY ST.       |

ORIGINAL FRANCHISES

ITEMS 1, 2 & 3

ORDER NO. 1524 approved Nov. 12, 1879.  
To Central Railroad Co. of S.F.  
Acceptance filed Nov. 13, 1879.  
Commencing at intersection of Taylor and Turk Sts.,  
along Turk St. to First Ave. (now Arguello Blvd);  
Turk St. - Taylor to Market Sts.  
Sec. 2. Sections 498,500 & 502 of Civil Code  
of California apply.

Sec. 5. Sec. 499 (joint usage tracks) applies.  
Sec. 8. Clause "A" applies.

ORDER NO. 2541 approved June 3, 1892.  
To Market St. Cable Railway Co.  
Acceptance filed June 9, 1892.  
Commencing at intersection of Turk & Fillmore Sts.;  
along Turk St. to and across First Ave. (now  
Arguello Blvd.) to "B" St. (now Balboa St.) to  
19th Ave.

Sec. 2. Clause "B" applies.  
Sec. 7. Clause "A" applies.  
Sec. 8. Sec. 499 (joint usage tracks) applies.

ORDINANCE NO. 9012 approved June 24, 1931.  
To Market St. Railway Co. Period 25 years.  
Commencing at Turk St. and Divisadero St.; along  
Turk St. to and across Arguello Blvd.; to Balboa  
St.; on Balboa St. to point between 30th and 31st  
Avenues.

Sec. 2. Conditions and restrictions of Order  
No. 2541 apply - Clauses "A", "B" and Sec. 499  
of Civil Code.

ITEM 4

ORDER NO. 2304 approved over objections  
of Mayor Dec. 23, 1890.  
To Henry Moffatt, J. B. Reinstein and M. S. Eisner.  
Acceptance filed Dec. 31, 1890.  
Commencing at intersection of Eddy and Market Sts.;  
along Eddy St. to its intersection with Divisadero  
St.

Sec. 2. Operate by electricity with modern  
appliances.  
Sec. 4. Sections 498,500,502 & 503 of Civil  
Code of California apply. Clause "D-2" applies.

NEW YORK  
JAN 10 1960

TO DIRECTOR, FBI  
FROM SAC, NEW YORK  
SUBJECT: [illegible]  
RE: [illegible]

1. [illegible]  
2. [illegible]  
3. [illegible]  
4. [illegible]  
5. [illegible]

CLASSIFICATION

On January 8, 1960, [illegible] advised that [illegible] had been seen at [illegible] on January 7, 1960. [illegible] stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible]. [illegible] also stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible].

On January 9, 1960, [illegible] advised that [illegible] had been seen at [illegible] on January 8, 1960. [illegible] stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible]. [illegible] also stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible].

On January 10, 1960, [illegible] advised that [illegible] had been seen at [illegible] on January 9, 1960. [illegible] stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible]. [illegible] also stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible].

On January 11, 1960, [illegible] advised that [illegible] had been seen at [illegible] on January 10, 1960. [illegible] stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible]. [illegible] also stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible].

On January 12, 1960, [illegible] advised that [illegible] had been seen at [illegible] on January 11, 1960. [illegible] stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible]. [illegible] also stated that [illegible] was seen at [illegible] and [illegible] was seen at [illegible].

ITEM 5

ORDER NO. 2311 approved Dec. 29, 1890,  
over objections of Mayor.  
To San Francisco Syndicate and Trust Co.  
Acceptance filed Jan. 2, 1891.  
Commencing at intersection of Mason and Market Sts.;  
thence north on Mason St. to its intersection with  
Eddy St.

Sec. 2. Operate by electricity with modern  
appliances.

Sec. 4. Sections 498,502 & 503 of Civil Code  
of California apply. Clause "D-2" applies.

ORDER NO. 2407 approved July 14, 1891.  
Does not apply to this line.

ORDER NO. 2496 approved Feb. 9, 1892.  
To San Francisco Syndicate and Trust Co.  
Supplemental to Order No. 2311.  
Eddy St. - Powell to Mason Sts.

Sec. 2. Conditions and restrictions, rights  
and privileges of Order No. 2311 apply.

ORDER NO. 2978 in Board of Supervisors  
March 23, 1896.

To Market St. Railway Co. after bids.

Acceptance filed March 31, 1896.

Mason St. - Market to Eddy Sts.

Sec. 2. Second. Clauses "B-1" and "B-2" apply.

Sec. 4. Clauses "A" and "C" apply.

USE OF ELECTRICITY

ORDINANCE NO. 9012 approved June 24, 1931.

Sec. 3. (Our Items 1, 2, & 3).

ORDER NO. 2978 approved Mar. 23, 1896.

Sec. 3. (Our Item 5).

ORDER NO. 2304 approved Dec. 23, 1890.

Sec. 2. (Our Item 4).

ORDER NO. 2311 approved Dec. 29, 1890.

Sec. 2. (Our Item 5).

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

Item 1 - Turk St. from Market to Divisadero Sts.;  
Items 4 & 5.



## KEY NO. 23

ESTIMATE OF COST OF WORK TO BE DONE  
As of Dec. 31, 1943

|                         |                |          |                 |
|-------------------------|----------------|----------|-----------------|
| Asphalt Pavement & Base | 25,373 sq.ft.  | @ \$ .26 | \$ 6,596.98     |
| Asphalt Top             | 2,297 sq.ft.   | .10      | 229.70          |
| Shim Rail               | 12,865 lin.ft. | 1.50     | 19,297.50       |
| Shim Rail (Min)         | 852 lin.ft.    | 1.50     | <u>1,278.00</u> |
|                         |                |          | \$27,402.18     |

|                                    | Asphalt<br>Pavement<br>& Base<br>sq.ft. | Asphalt<br>Top<br>sq.ft. | Shim Rail<br>lin.ft. | Shim Rail<br>(Min)<br>lin.ft. | Cost        |
|------------------------------------|---|--------------------------|----------------------|-------------------------------|-------------|
| Turk St.<br>(Mason-Arguello)       | 11759                                   | 1998                     | 5547                 |                               | \$11,577.64 |
| Arguello Blvd.<br>(Turk-Balboa)    |   |                          |                      |                               |             |
| Balboa St.<br>(Arguello-31st Ave)  |   | 269                      |                      |                               | 26.90       |
| Eddy Street<br>(Market-Divisadero) | 13614                                   |                          | 7318                 | 852                           | 15,794.64   |
| Mason St.<br>(Turk-Eddy)           |   | 30                       |                      |                               | 3.00        |
|                                    | 25,373                                  | 2,297                    | 12,865               | 872                           |             |
|                                    | \$6,596.98                              | \$229.70                 | \$19,297.50          | \$1,308.00                    | \$27,402.18 |





- |                  |                  |                   |
|------------------|------------------|-------------------|
| 1. HAIGHT ST.    | - GOUGH ST.      | to STANYAN ST.    |
| 2. STANYAN ST.   | - HAIGHT ST.     | to FREDERICK ST.  |
| 3. FREDERICK ST. | - STANYAN ST.    | to ARGUELLO BLVD. |
| 4. LINCOLN WAY   | - ARGUELLO BLVD. | to 48TH AVE.      |
| 5. LA PLAYA ST.  | - FULTON ST.     | to BALBOA ST.     |

ORIGINAL FRANCHISES

ITEM 1

ORDER NO. 1514 approved Sept. 20, 1879.

To Market St. Railway Co.

Acceptance filed Sept. 23, 1879.

Sec. 1. Sixth. Commencing at intersection of Market and Haight Sts.; thence along Haight St. to Golden Gate Park.

Sec. 2. Sections 498, 500 & 502 of Civil Code apply.

Sec. 5. Section 499 (joint use) applies.

Sec. 8. Clause "A" applies.

ORDER NO. 1676 approved June 5, 1882.

Does not apply to this Key.

ORDER NO. 2289 passed over objections of

Mayor Dec. 2, 1890.

Does not apply to this Key.

ITEMS 2, 3, 4, & 5

ORDER NO. 1534 approved Nov. 28, 1879.

To Leland Stanford, Collis P. Huntington and Chas. Crocker.

Acceptance filed Dec. 6, 1879.

Intersection Haight and Stanyan Sts.; along Stanyan St. to Waller St.; thence curving right to point on "H" St. (now Lincoln Way); along "H" St. (now Lincoln Way) to 48th Ave.; thence on curve to Great Highway; thence along Great Highway to the Cliff.

Sec. 2. To operate under all provisions of the Civil Code.

ORDER NO. 1736 passed over objections of

Mayor Oct. 8, 1883.

Amending Order No. 1534.

Changing route on Great Highway from "H" St. (now Lincoln Way) to "D" St. (now Fulton St.) to 49th Ave. (now La Playa St.) along 49th Ave. (now La Playa St.) to point on "B" St. (now Balboa St.) Right of way through Golden Gate Park by authority of Park Commissioners. Must provide tunnel under main drive.

ORDER NO. 2449 approved Oct. 2, 1891.

Supplementary to Order No. 1890.

Stanyan St. - Waller St. to Carl St.



ORDER NO. 2312 approved Dec. 20, 1892  
To City Railroad Co.  
Acceptance filed Dec. 26, 1890.

Sec. 1. Frederick St. - Masonic Ave. to  
westerly line of First Ave.

Sec. 2. Second. Clause "D-1" applies.

Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 (joint tracks) applies.

ORDER NO. 2536 approved June 3, 1892.  
To Park and Ocean Railroad Co.

To extend tracks and use electricity.  
Commencing on Stanyan St. opposite Waller St.;  
thence running on Stanyan St. to Frederick St.,  
connecting with tracks of City Railroad Co.

Sec. 3. Subject to conditions and restrictions  
contained in Order Nos. 1534 and 1736.

USE OF ELECTRICITY

ORDER NO. 2536 approved June 3, 1892.

ORDINANCE NO. 20 (new series) approved  
June 12, 1906, for all cable lines.

OPERATING PERMIT

From Feb. 9, 1931, for 25 years.

TROLLEY BUS PERMIT

ORDINANCE NO. 15.0914 approved July 9,  
1934. Electric overhead Trolley Bus.  
Stanyan St. - Waller to Haight Sts.; Haight St.  
Stanyan to Shrader Sts.  
Ordinance No. 15.09110, Aug. 20, 1935, does not  
affect this line.

REMARKS

Haight St. west of Clayton St. - both tracks  
pavement shows marks from motor casing scraping  
due to low tracks.



KEY NO. 24  
ESTIMATED COST OF WORK TO BE DONE  
 As of Dec. 31, 1943

|                                     |                |          |                 |
|-------------------------------------|----------------|----------|-----------------|
| Asphalt Pavement & Base             | 89,437 sq.ft.  | @ \$ .26 | \$23,253.62     |
| Asphalt Top                         | 26,066 sq.ft.  | .10      | 2,606.60        |
| Asphalt Top on Basalt<br>Block Base | 239 sq.ft.     | .18      | 43.02           |
| Shim Rail                           | 39,301 lin.ft. | 1.50     | 58,951.50       |
| Shim Rail (Min)                     | 2,356 lin.ft.  | 1.50     | <u>3,534.00</u> |
| Estimated Cost                      |                |          | \$88,388.74     |

|                  | Asphalt<br>Pavement<br>& Base<br>sq.ft. | Asphalt<br>Top<br>sq.ft. | Asphalt<br>Top on<br>B.B.Base<br>sq.ft. | Shim<br>Rail<br>lin.ft. | Shim<br>Rail<br>(Min.)<br>lin.ft. | Cost        |
|------------------|---|--------------------------|---|-------------------------|-----------------------------------|-------------|
| Haight St.       |   |                          |   |                         |                                   |             |
| Gough-Stanyan    | 40700                                   | 9321                     | 239                                     | 20106                   | 640                               | \$42,676.12 |
| Stanyan St.      |   |                          |   |                         |                                   |             |
| Haight-Frederick | 7565                                    | 1068                     |   | 1575                    | 938                               | 5,843.20    |
| Frederick St.    |   |                          |   |                         |                                   |             |
| Stanyan-Arguello | 4369                                    | 1599                     |   | 1247                    | 390                               | 3,751.34    |
| Lincoln Way      |   |                          |   |                         |                                   |             |
| Arguello-48th    | 36543                                   | 14058                    |   | 16243                   | 388                               | 35,853.48   |
| La Playa         |   |                          |   |                         |                                   |             |
| Fulton-Balboa    | 260                                     | 20                       |   | 130                     |                                   | 264.60      |
|                  | 89,437                                  | 26,066                   | 239                                     | 39,301                  | 2,356                             |             |
|                  | \$23,253.62                             | \$2,606.60               | \$43.02                                 | \$58,951.50             |                                   |             |
|                  |   |                          |   | \$3,534                 | \$88,388.74                       |             |



1. 20TH AVE. - LINCOLN WAY to WAWONA ST.
2. WAWONA ST. - 20TH AVE. to 19TH AVE

ORIGINAL FRANCHISES

ORDINANCE NO. 1288 (N.S.)

Approved Oct. 17, 1907.

RES. NO. 1444 (N.S.) approved Oct. 17, 1907.

RES. NO. 2296 (N.S.) approved May 26, 1908.

ORDINANCE NO. 425 (new series) approved  
May 12, 1908.

To Parkside Transit Co. for 25 years.

Sec. 3. Second. The grantee, its successors or assigns shall continuously operate the whole of the railway ... and at the end of the term of the franchise, the road track and bed.... and all its stationary fixtures upon the public streets shall become the property of the City and County.

Sec. 3. Third. The franchise shall not, upon expiration of the term thereof, be renewed or re-granted.

Sec. 3. Fourth. Pave between rails and 2 feet on each side and between tracks if more than one ... and to keep same in good condition to the satisfaction of the Board of Public Works.

Sec. 3. Fifth. Different roads or municipal roads use tracks of this franchise not to exceed 10 consecutive blocks; expense of construction and repair shared equally.

Sec. 3. Eighth. City and County have right, during last 10 years of franchise, to acquire the same with power plant, poles, wires, road bed, rails, rolling stock, and other equipment at.... valuation agreed upon; or, failing such agreement, at such valuation as may be fixed by a court of jurisdiction.

OPERATING PERMIT

Not included in operating permit of Feb. 9, 1931, as Section 131 of Charter (1935) specifically omits this as a franchise, not to be surrendered.

REMARKS

Operated by Market St. Railway Co. who run by day to day permit but have no franchise. City has done no pavement repair, and Market St. Railway Co. only do track work that is absolutely necessary to keep cars running. Minimum amount of work necessary to put street in condition as to pavement follows:

|                         |                        |                    |
|-------------------------|------------------------|--------------------|
| Asphalt Pavement & Base | 79,325 sq.ft. @ \$ .26 | \$20,624.50        |
| Asphalt Top             | 50,760 sq.ft. .10      | 5,076.00           |
| Shim Rail               | 35,100 lin.ft. 1.50    | 52,650.00          |
| Shim Rail (Min)         | 1,200 lin.ft. 1.50     | 1,800.00           |
|                         | Estimated Cost         | <u>\$80,150.50</u> |





KEY NO. 26

Line No. 6

|                   |                 |                   |
|-------------------|-----------------|-------------------|
| 1. MASONIC AVE.   | - OAK ST.       | to FREDERICK ST.  |
| 2. FREDERICK ST.  | - MASONIC AVE.  | to CLAYTON ST.    |
| 3. CLAYTON ST.    | - FREDERICK ST. | to CARL ST.       |
| 4. CARL ST.       | - CLAYTON ST.   | to STANYAN ST.    |
| 5. STANYAN ST.    | - CARL ST.      | to PARNASSUS AVE. |
| 6. PARNASSUS AVE. | - STANYAN ST.   | to 5TH AVE.       |
| 7. STANYAN ST.    | - FREDERICK ST. | to CARL ST.       |
| 8. JUDAH ST.      | - 5TH AVE.      | to 9TH AVE.       |
| 9. NINTH AVE.     | - JUDAH ST.     | to PACHECO ST.    |

ORIGINAL FRANCHISES

ITEMS 1 & 2

ORDER NO. 2312 approved Dec. 20, 1890.

To City Railroad Co.

Acceptance filed Dec. 26, 1890.

Sec. 1. Page St. and Masonic Ave.; along Masonic Ave. to Frederick St.; along Frederick St. to First Ave. (now Arguello Blvd.).

Sec. 2. First. Clause "B-1" applies.

Second. Clause "D-1" applies.

Sec. 7. Clause "A" applies.

Sec. 8. Sec. 499 Civil Code (joint use) applies.

ORDER NO. 2723 approved Dec. 18, 1893.

To San Francisco & San Mateo Railway Co., after bids.

Acceptance filed Dec. 26, 1893.

Frederick St. - Ashbury to Clayton St.

Sec. 4. Clause "C" applies.

ITEMS 1 & 4 (portion) & ITEM 3

ORDER NO. 3071 in Supervisors Mar. 16, 1897.

To Market St. Railway Co. after receiving bids.

Acceptance filed Apr. 16, 1897.

Commencing at intersection of Masonic Ave. with Oak St.; along Masonic Ave. to intersection with Page St. Commencing at intersection of Clayton St. with Frederick St.; along Clayton St. to Carl St.; along Carl St. to Cole St.

Sec. 2. Clause "B-1" and "B-2" apply.

Sec. 4. Clauses "A" and "C" apply.

ITEMS 4 & 6

ORDER NO. 2311 passed over objections

of Mayor Dec. 29, 1890.

To San Francisco Syndicate and Trust Co.

Acceptance filed Jan. 2, 1891.

Sec. 1. Commencing at intersection of Carl and Cole Sts.; along Carl St. to First Ave. (now Arguello Blvd.); also intersection Waller and Cole Sts.; along Cole St. to point in line of Sullivan St. (now Parnassus Ave.); thence west through private property to Sullivan St. (now Parnassus Ave.) thence along Sullivan St. (now Parnassus Ave.) to extension of "J" St. (now Judah St.); thence along "J" St. (now Judah St.) to Third Ave.

Sec. 4. Sects. 498, 502, 503 Civil Code apply. Clauses "A" and "D-1" apply.



ORDER NO. 2449 approved Oct. 2, 1891.  
 Supplementary to Order No. 1890.  
 To A. W. Rose, et al.  
 Stanyan St. at Waller; along Stanyan to Carl St.;  
 Carl St. from Stanyan to First Ave. (now Arguello  
 Blvd.).

ORDINANCE NO. 123 approved Aug. 21, 1900  
 abandons Carl St. - Stanyan to "I" St. (now  
 Irving St.).

ITEMS 5, 6, & 7

ORDER NO. 105 (2nd series) in Supervisors  
 August 8, 1898.

To Market St. Railway Co. after bids received.  
 Acceptance filed Aug. 8, 1898.

Sec. 1. Commencing at intersection of Stanyan  
 and Frederick Sts.; along Stanyan St. to Parnassus  
 Ave.; along Parnassus Ave. to Fifth Ave.

Sec. 2. Clauses "B-1" and "B-2" apply.

Sec. 4. Clauses "A" and "C" apply.

ITEM 8 (portion)

ORDER NO. 2685 approved Sept. 20, 1893.  
 To Metropolitan Railway Co.

Acceptance filed Sept. 23, 1893.

Supplementary to Order No. 2311.

Sec. 1. Beginning at intersection of 7th Ave.  
 and "I" St. (now Irving); thence west on "I" St.  
 (now Irving) to 9th Ave.; thence south on 9th Ave.  
 to "K" St. (now Kirkham St.).

Sec. 3. Subject to provisions of Order No.  
 2311 in all respects.

ITEM 9

ORDER NO. 2306 passed over objections  
 of Mayor Dec. 23, 1890.

To J. W. Hartzell, Behrend, Joose and W.F. Thomas.  
 Acceptance filed Dec. 29, 1890.

Sec. 1. Commencing at Park Lane Road (now  
 Clayton St.) between 17th and 18th Sts., if  
 extended west to Stanyan St. through private land;  
 thence along Stanyan St. from 18th St. extended to  
 Waller St.

Sec. 2. Sections 498, 500, 502 & 503 of Civil  
 Code apply.

Sec. 3. Use electricity with modern appliances.

Sec. 4. Sec. 499 (joint use) Civil Code applies.

Sec. 7. Clause "A" applies.

USE OF ELECTRICITY

ORDER NO. 2311 passed over objections of  
 Mayor Dec. 29, 1890.

ORDER NO. 2685 approved Sept. 20, 1893.

ORDER NO. 2723 approved Dec. 18, 1893.

ORDINANCE NO. 20 (new series) approved  
 June 12, 1906.



OPERATING PERMIT

25 years from Feb. 9, 1931, except Items 8 and 9 covering Judah St. - 5th Ave. to 9th Ave.; and 9th Ave. - Judah St. to Pacheco St., which were originally franchised by Ordinance No. 1460 (N.S.) approved Jan. 23, 1911 and to be for 25 years. On expiration of franchise, Jan. 23, 1936, reverted to City which is now responsible for maintenance. Figures for these items not included in estimated cost. Operated by Market St. Railway Co. on day to day permit. Minimum work necessary for maintenance shown separately on sheet "Estimated Cost of Work to be Done."



KEY NO. 26  
ESTIMATED COST OF WORK TO BE DONE  
As of Dec. 31, 1943

|                                  |                |   |        |             |
|----------------------------------|----------------|---|--------|-------------|
| Asphalt Pavement and Base        | 21,312 sq.ft.  | @ | \$ .26 | \$5,541.12  |
| Asphalt Top                      | 13,983 sq.ft.  |   | .10    | 1,398.80    |
| Asphalt Top on Basalt Block Base | 5,182 sq.ft.   |   | .18    | 932.76      |
| Shim Rail                        | 8,914 lin.ft.  |   | 1.50   | 13,371.00   |
| Shim Rail (Min)                  | 1,882 lin.ft.  |   | 1.50   | 2,823.00    |
|                                  | Estimated Cost |   |        | \$24,066.68 |

|  | asphalt<br>Pavement<br>& Base<br>sq.ft.           | asphalt<br>Top<br>sq.ft.                         | asphalt<br>Top on<br>B.B. Base<br>sq.ft.       | Shim<br>Rail<br>lin.ft.                          | Shim<br>Rail<br>(Min.)<br>lin.ft. | Cost   |
|--|---|--|--|--|-----------------------------------|--|
| Masonic Ave.<br>Oak-Frederick<br>Frederick St.<br>Masonic-Claytor<br>Clayton St.<br>Frederick-Carl<br>Carl St.<br>Clayton-Stanyar<br>Stanyan St.<br>Carl-Parnassus<br>Parnassus Ave.<br>Stanyan-5th<br>Stanyan St.<br>Frederick-Carl | 2,076<br>3,684<br>550<br>1,983<br>1,400<br>11,619 | 1,100<br>3,184<br>1,500<br>4,750<br>1,600<br>624 | 476<br>1,802<br>400<br>2,205<br>1,000<br>1,101 | 1,400<br>1,802<br>475<br>1,940<br>3,297<br>3,297 | 62<br>140<br>480<br>1,200         | \$ 2,842.76<br>4,274.92<br>1,077.50<br>4,297.48<br>1,424.00<br>10,027.02<br>123.00 |
|  | 21,312  | 13,988   | 5,182  | 8,914  | 1,882                             |  |
|  | \$5,541.12  | \$1,398.80                                       | \$932.76                                       | \$13,371.00                                      | \$2,823.00                        | \$24,066.68  |





MAINTENANCE - BY CITY  
Items 8 & 9

|                                     |               |          |               |
|-------------------------------------|---------------|----------|---------------|
| Asphalt Pavement & Base             | 5,506 sq.ft.  | @ \$ .26 | \$1,431.56    |
| Asphalt Top                         | 2,552 sq.ft.  | .10      | 255.20        |
| Asphalt Top on Basalt<br>Block Base | 2,400 sq.ft.  | .18      | 432.00        |
| Shim Rail                           | 2,604 lin.ft. | 1.50     | 3,906.00      |
| Shim Rail (Min.)                    | 140 lin.ft.   | 1.50     | <u>210.00</u> |
| Estimated Cost                      |               |          | \$ 6,234.76   |

|                             | Asphalt<br>Pavement<br>& Base<br>sq.ft. | Asphalt<br>Top<br>sq.ft. | Asphalt<br>Top on<br>B.B.Base<br>sq.ft. | Shim<br>Rail<br>lin.ft. | Shim<br>Rail<br>(Min)<br>lin.ft. | Cost       |
|-----------------------------|---|--------------------------|---|-------------------------|----------------------------------|------------|
| Judah St.<br>5th-9th Aves.  | 1340                                    | 180                      |   | 320                     | 140                              | \$1,056.40 |
| Ninth Ave.<br>Judah-Pacheco | 4166                                    | 2372                     | 2400                                    | 2284                    |                                  | 5,178.36   |
|                             | 5506                                    | 2552                     | 2400                                    | 2604                    | 140                              |            |
|                             | \$1,431.56                              | \$255.20                 | \$432.00                                | \$3,906.00              | \$210.                           | \$6,234.76 |

# RECEIPT

|         |               |                 |        |
|---------|---------------|-----------------|--------|
| No. 101 | Date 10/10/20 | To the order of | Cash   |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |
| 100.00  | 100.00        | 100.00          | 100.00 |

- |                  |                 |                  |
|------------------|-----------------|------------------|
| 1. POWELL ST.    | - MARKET ST.    | to JACKSON ST.   |
| 2. MASON ST.     | - CLAY ST.      | to COLUMBUS AVE. |
| 3. COLUMBUS AVE. | - MASON ST.     | to TAYLOR ST.    |
| 4. TAYLOR ST.    | - COLUMBUS AVE. | to BAY ST.       |

ORIGINAL FRANCHISES      ORDER NO. 1839 passed over objections of  
Mayor Nov. 23, 1885.

To Bay Shore and South S.F. Street Railway Co.  
Acceptance Nov. 30, 1885.  
Powell St.- Jefferson to Market Sts. (Item 1)  
Sec. 2. Sections 498,500,502 & 503 of Civil  
Code apply; Clause "D-1" applies.

ORDER NO. 1856 passed over objections of  
Mayor June 1, 1886.

To Bay Shore and South S.F. Street Railway Co.  
Acceptance filed June 7, 1886.  
This order is the same as Order No. 1839.

ORDER NO. 2019 approved Dec. 18, 1888.  
To Ferries and Cliff House Railway Co.  
Abandon Powell St. - Jefferson to Jackson Sts.-  
granted by Order Nos. 1839 and 1856.

ORDER NO. 1532 approved Nov. 28, 1879.  
To Omnibus Railroad Co. of S.F.  
Acceptance filed Nov. 28, 1879.  
Sec.1.Powell St.-Union St. to northerly end.  
Sec.2.Sections 498,500 & 502 of Civil Code  
apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1881 approved Oct. 22, 1886.  
To Martin, Ballard, Adams, et al.  
Acceptance filed Oct. 25, 1886 and Nov. 29, 1886.  
Mason St. - Washington to Montgomery Ave. (now  
Columbus Ave.; Montgomery Ave. (now Columbus Ave.)-  
Mason to Taylor Sts. (Item 3); Taylor St.-Columbus  
Ave. to Bay St. (Item 4).

Sec. 2. Sections 498,500,502 & 503 of Civil  
Code apply; Clause "D-1" applies.

ORDER NO. 1882 passed over objections of  
Mayor Nov. 22, 1886.

To Martin, Ballard, Adams, et al.  
Extend period to 45 years from July 14, 1886.

ORDER NO. 2385 approved June 8, 1891.  
Supplementary to Order Nos. 1881 and 1882.  
To Martin, Ballard, Adams, et al.  
Acceptance filed June 9, 1891.  
Mason St. - Clay to Jackson Sts. Conditions same  
as in Order Nos. 1881 and 1882.

OPERATING PERMIT For 25 years from Feb. 9, 1931.

RESOLUTION NO. 1157 (Series 1939) passed  
by Supervisors July 15, 1940.  
Move turntable Taylor St. Bay from crossing at own  
expense. City furnish fill and pavement. This is  
without prejudice to other rights of operating  
permit.



KEY NO. 27ESTIMATED COST OF WORK TO BE DONEAs of Dec. 31, 1943

|                                     |               |         |                  |
|-------------------------------------|---------------|---------|------------------|
| Asphalt Pavement & Base             | 16,232 sq.ft. | @ \$.26 | \$4,220.32       |
| Asphalt Top                         | 8,063 sq.ft.  | .10     | 806.30           |
| Asphalt Top on Basalt Block<br>base | 350 sq.ft.    | .18     | 63.00            |
| Brick Pavement                      | 275 sq.ft.    | .50     | 137.50           |
| Shim Rail                           | 8,871 lin.ft. | 1.25    | <u>11,088.75</u> |
| Estimated Cost                      |               |         | \$16,315.87      |

|                                  | Asphalt<br>Pavement<br>& Base<br>sq.ft. | Asphalt<br>Top<br>sq.ft. | Asphalt<br>Top on<br>B.B.Base<br>sq.ft. | Brick<br>Pavement<br>sq.ft. | Shim<br>Rail<br>lin.ft. | Cost        |
|----------------------------------|---|--------------------------|---|-----------------------------|-------------------------|-------------|
| Powell St.<br>Market-Jackson     | .275                                    | 2240                     |   | 275                         | 413                     | \$ 949.25   |
| Mason St.<br>Washington-Columbus | 8343                                    | 5623                     | 350                                     |                             | 4144                    | 7,974.48    |
| Columbus<br>Mason-Taylor         | 2664                                    | 200                      |   |                             | 1332                    | 2,377.64    |
| Taylor St.<br>Columbus-Bay       | 4950                                    |                          |   |                             | 2982                    | 5,014.50    |
|                                  | 16,232                                  | 8,063                    | 350                                     | 275                         | 8,871                   |             |
|                                  | \$4,220.32                              | \$806.30                 | \$63.00                                 | \$137.50                    |                         | \$16,315.87 |
|                                  |   |                          |   |                             |                         | \$11,088.75 |

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| Date     | Description | Amount | Balance |
|----------|-------------|--------|---------|
| 10/1/19  | 100.00      | 100.00 | 100.00  |
| 10/2/19  | 100.00      | 100.00 | 100.00  |
| 10/3/19  | 100.00      | 100.00 | 100.00  |
| 10/4/19  | 100.00      | 100.00 | 100.00  |
| 10/5/19  | 100.00      | 100.00 | 100.00  |
| 10/6/19  | 100.00      | 100.00 | 100.00  |
| 10/7/19  | 100.00      | 100.00 | 100.00  |
| 10/8/19  | 100.00      | 100.00 | 100.00  |
| 10/9/19  | 100.00      | 100.00 | 100.00  |
| 10/10/19 | 100.00      | 100.00 | 100.00  |
| 10/11/19 | 100.00      | 100.00 | 100.00  |
| 10/12/19 | 100.00      | 100.00 | 100.00  |
| 10/13/19 | 100.00      | 100.00 | 100.00  |
| 10/14/19 | 100.00      | 100.00 | 100.00  |
| 10/15/19 | 100.00      | 100.00 | 100.00  |
| 10/16/19 | 100.00      | 100.00 | 100.00  |
| 10/17/19 | 100.00      | 100.00 | 100.00  |
| 10/18/19 | 100.00      | 100.00 | 100.00  |
| 10/19/19 | 100.00      | 100.00 | 100.00  |
| 10/20/19 | 100.00      | 100.00 | 100.00  |
| 10/21/19 | 100.00      | 100.00 | 100.00  |
| 10/22/19 | 100.00      | 100.00 | 100.00  |
| 10/23/19 | 100.00      | 100.00 | 100.00  |
| 10/24/19 | 100.00      | 100.00 | 100.00  |
| 10/25/19 | 100.00      | 100.00 | 100.00  |
| 10/26/19 | 100.00      | 100.00 | 100.00  |
| 10/27/19 | 100.00      | 100.00 | 100.00  |
| 10/28/19 | 100.00      | 100.00 | 100.00  |
| 10/29/19 | 100.00      | 100.00 | 100.00  |
| 10/30/19 | 100.00      | 100.00 | 100.00  |
| 10/31/19 | 100.00      | 100.00 | 100.00  |
| 11/1/19  | 100.00      | 100.00 | 100.00  |
| 11/2/19  | 100.00      | 100.00 | 100.00  |
| 11/3/19  | 100.00      | 100.00 | 100.00  |
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| 11/14/19 | 100.00      | 100.00 | 100.00  |
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| 11/20/19 | 100.00      | 100.00 | 100.00  |
| 11/21/19 | 100.00      | 100.00 | 100.00  |
| 11/22/19 | 100.00      | 100.00 | 100.00  |
| 11/23/19 | 100.00      | 100.00 | 100.00  |
| 11/24/19 | 100.00      | 100.00 | 100.00  |
| 11/25/19 | 100.00      | 100.00 | 100.00  |
| 11/26/19 | 100.00      | 100.00 | 100.00  |
| 11/27/19 | 100.00      | 100.00 | 100.00  |
| 11/28/19 | 100.00      | 100.00 | 100.00  |
| 11/29/19 | 100.00      | 100.00 | 100.00  |
| 11/30/19 | 100.00      | 100.00 | 100.00  |
| 12/1/19  | 100.00      | 100.00 | 100.00  |
| 12/2/19  | 100.00      | 100.00 | 100.00  |
| 12/3/19  | 100.00      | 100.00 | 100.00  |
| 12/4/19  | 100.00      | 100.00 | 100.00  |
| 12/5/19  | 100.00      | 100.00 | 100.00  |
| 12/6/19  | 100.00      | 100.00 | 100.00  |
| 12/7/19  | 100.00      | 100.00 | 100.00  |
| 12/8/19  | 100.00      | 100.00 | 100.00  |
| 12/9/19  | 100.00      | 100.00 | 100.00  |
| 12/10/19 | 100.00      | 100.00 | 100.00  |
| 12/11/19 | 100.00      | 100.00 | 100.00  |
| 12/12/19 | 100.00      | 100.00 | 100.00  |
| 12/13/19 | 100.00      | 100.00 | 100.00  |
| 12/14/19 | 100.00      | 100.00 | 100.00  |
| 12/15/19 | 100.00      | 100.00 | 100.00  |
| 12/16/19 | 100.00      | 100.00 | 100.00  |
| 12/17/19 | 100.00      | 100.00 | 100.00  |
| 12/18/19 | 100.00      | 100.00 | 100.00  |
| 12/19/19 | 100.00      | 100.00 | 100.00  |
| 12/20/19 | 100.00      | 100.00 | 100.00  |
| 12/21/19 | 100.00      | 100.00 | 100.00  |
| 12/22/19 | 100.00      | 100.00 | 100.00  |
| 12/23/19 | 100.00      | 100.00 | 100.00  |
| 12/24/19 | 100.00      | 100.00 | 100.00  |
| 12/25/19 | 100.00      | 100.00 | 100.00  |
| 12/26/19 | 100.00      | 100.00 | 100.00  |
| 12/27/19 | 100.00      | 100.00 | 100.00  |
| 12/28/19 | 100.00      | 100.00 | 100.00  |
| 12/29/19 | 100.00      | 100.00 | 100.00  |
| 12/30/19 | 100.00      | 100.00 | 100.00  |
| 12/31/19 | 100.00      | 100.00 | 100.00  |

KEY NO. 28  
Line - Cable

- |                   |               |                   |
|-------------------|---------------|-------------------|
| 1. JACKSON ST.    | - POWELL ST.  | to STEINER ST.    |
| 2. STEINER ST.    | - JACKSON ST. | to WASHINGTON ST. |
| 3. WASHINGTON ST. | - STEINER ST. | to POWELL ST.     |

ORIGINAL FRANCHISES

ORDER NO. 1871 approved July 14, 1886.  
To Martin, Ballard, Adams, et al.  
Acceptance filed July 12, 1886 and July 16, 1886  
and Nov. 29, 1886.  
Jackson St. - First Ave. (now Arguello Blvd) to  
Steiner St.; Steiner St. - Jackson to Washington  
Sts.; Washington St. - Steiner to Battery Sts.  
Sec. 2. Sections 498, 500, 502 and 503 of  
Civil Code apply; Clause "D-1" applies.  
ORDER NO. 1882 passed over objections  
of Mayor Nov. 22, 1886.  
Extends life of Order No. 1871 to 45 years from  
July 14, 1886.

ORDER NO. 2019 approved Dec. 18, 1888.  
To Ferries & Cliff House Railway Co., successors  
to Martin et al.  
Jackson St. - First Ave. (now Arguello Blvd.) to  
Central Ave. (now Presidio Ave.)-abandon. Jackson  
St. - Powell to Battery Sts.-abandon. Washington  
St. - Stockton to Battery Sts.-abandon.

ORDINANCE NO. 123 approved Aug. 21, 1900.  
To Market St. Railway Co.  
Jackson St. - Montgomery to Kearny Sts.-abandon.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.





KEY NO. 28ESTIMATED COST OF WORK TO BE DONEAs of Dec. 31, 1943

|                         |                |          |                 |
|-------------------------|----------------|----------|-----------------|
| Asphalt Pavement & Base | 8,393 sq.ft.   | @ \$ .26 | \$2,182.18      |
| Asphalt Top             | 14,770 sq.ft.  | .10      | 1,477.00        |
| Shim Rail               | 2,172 lin.ft.  | 1.50     | 2,715.00        |
| Shim Rail (Min)         | 1,940 lin.ft.  | 1.50     | <u>2,425.00</u> |
|                         | Estimated Cost |          | \$8,799.18      |

|                                   | Asphalt<br>Pavement<br>& Base<br>sq.ft. | Asphalt<br>Top<br>sq.ft. | Shim<br>Rail<br>lin.ft. | Shim<br>Rail<br>(Min.)<br>lin.ft. | Cost              |
|-----------------------------------|---|--------------------------|-------------------------|-----------------------------------|-------------------|
| Jackson St.<br>Steiner-Powell     | 7,446                                   | 3,380                    | 206                     | 1,780                             | \$4,756.46        |
| Washington St.<br>Steiner-Powell  | 947                                     | 10,527                   | 1,966                   | 160                               | 3,956.42          |
| Steiner St.<br>Washington-Jackson |   | 863                      |                         |                                   | 86.30             |
|                                   | 8,393                                   | 14,770                   | 2,172                   | 1,940                             |                   |
|                                   | \$2,182.18                              | \$1,477.00               | \$2,715.00              | \$2,425.00                        |                   |
|                                   |   |                          |                         |                                   | <u>\$8,799.18</u> |



|                   |                  |                   |
|-------------------|------------------|-------------------|
| 1. SACRAMENTO ST. | - EMBARCADERO    | to FILLMORE ST.   |
| 2. FILLMORE ST.   | - SACRAMENTO ST. | to CLAY ST.       |
| 3. CLAY ST.       | - FILLMORE ST.   | to WEBSTER ST.    |
| 4. WEBSTER ST.    | - CLAY ST.       | to SACRAMENTO ST. |
| 5. SACRAMENTO ST. | - WEBSTER ST.    | to LARKIN ST.     |
| 6. LARKIN ST.     | - SACRAMENTO ST. | to CLAY ST.       |
| 7. CLAY ST.       | - LARKIN ST.     | to EMBARCADERO    |
| 8. EMBARCADERO    | - CLAY ST.       | to SACRAMENTO ST. |

ORIGINAL FRANCHISES

ORDER NO. 1871 approved July 14, 1886.

To Martin, Ballard, Adams, et al.

Acceptance filed July 12, 1886, July 16, 1886 and Nov. 29, 1886.

Sacramento St. - Battery to East St. (now Embarcadero); East St. (now Embarcadero) - Sacramento to Clay Sts.; Clay St. - East St. (now Embarcadero) to Battery St..

Sec. 2. Sections 498,500,502 & 503 of Civil Code apply; Clause "D-1" applies.

ORDER NO. 1882 passed over objections of

Mayor Nov. 22, 1886.

To Martin, Ballard, Adams, et al.

Extended life of Order No. 1871 for 45 years from July 14, 1886.

ORDER NO. 1540 approved Nov. 29, 1879.

To Clay St. Hill Railroad Co. of S.F.

Acceptance filed Dec. 31, 1879.

Clay St. - Kearny St. to Van Ness Ave.

Sec. 2. Sections 498,500 & 502 of Civil Code apply.

Sec. 8. Clause "A" applies.

ORDER NO. 1926 approved Sept. 27, 1887.

To Martin, Ballard, Adams, et al.

Acceptance filed Oct. 4, 1887.

Sacramento St. - Battery to Powell Sts.; Clay St. - Battery to Stockton Sts.

Sec. 1. Conditions of Order Nos. 1871 and 1882 apply.

Sec. 2. Sections 498,500,502 & 503 apply; Clause "D-1" applies.

Upon streets accepted under provisions of Street Act .... keep in good order and repair, the surface of accepted streets throughout the entire roadway, and upon streets thereafter accepted. If when accepted, street is not constructed upon or to official grade, or is not in good order or repair, liability shall not commence until City and County shall have first placed same in good order and repair and constructed to official grade.



ORDER NO. 1926 is for 25 years and although refers to Order No. 1882, which gave 50 year franchise, still as passed later the term of 25 years would seem to hold, and accordingly there would be no franchise for Sacramento St. from Battery to Kearny Sts. This section of line, however, is included in the surrender permit.

ORDER NO. 2385 approved June 9, 1891. Supplementary to Order Nos. 1881 and 1882. To Ferries and Cliff House Railway Co., successors to Martin, et al. Acceptance filed June 9, 1891. Sacramento St. - Powell to Walnut Sts.; Larkin St. - Clay to Sacramento Sts.

Sec. 2. Conditions of Order Nos. 1881 and 1882 apply.

OPERATING PERMIT From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 1403 approved Oct. 15, 1941. For unexpired term of operating permit. Supplementary and substitute service. Extension of street railway line operated along Fillmore St.

Sec. 1. Embarcadero and Sacramento St.; along Sacramento to Fillmore; to Clay; to Webster; to Sacramento; to Larkin; to Clay; to Embarcadero; to Sacramento.

Sec. 10. See Paving Obligations.

ORDINANCE NO. 1725 approved July 29, 1942. Sec. 1. Changes route to Gough St. instead of Larkin St. (This was probably passed to take care of Clay and Sacramento Sts. being made one way streets to Van Ness Ave., but as an injunction is pending, buses are using the original route as at the head of this Key).

PAVING  
OBLIGATIONS

ORDINANCE NO. 1403

Sec. 10. Within 5 years of commencement of bus service, shall remove cable rails, repave that portion of street occupied by said rails, including paving over slot rails on Sacramento, Clay, and Larkin Sts. and the Embarcadero, leaving cable slot rails in place; provided that on Sacramento St., between Stockton and Mason Sts., grantee shall, within 12 months after commencement of bus service, remove the cable railway rails and slot rails, and repave the street within the track area.

START OF BUS  
OPERATION

February 15, 1942.

257. *Myrica*

DATE OF COMPLETION  
OF PAVING  
OBLIGATIONS

---

Sacramento St. - Stockton to Mason Sts. -  
Feb. 15, 1943.  
Remainder of work by Feb. 15, 1947.

WORK DONE TO DATE

Sacramento St. - Stockton to Mason Sts. -  
Rails removed and repaved as required.  
Sacramento St. - crossing Van Ness Ave. -  
Rails removed and repaved.  
Sacramento St. - Crossing Hyde St. -  
Rails removed and repaved, except where Hyde St.  
line crosses.  
Sacramento St. - crossing Stockton St. -  
Rails removed and repaved, except where Stockton  
St. line crosses.  
Sacramento St. - Stockton St. to Grant Ave. -  
Two hundred feet single rail removed and repaved.  
Sacramento St. - Grant Ave. to Kearny St. -  
Three hundred eighty two (382) feet single rail  
removed and repaved.  
Clay St. - crossing Stockton St. -  
Rails removed and repaved; crossing Hyde St. -  
rails removed and repaved, except where Hyde St.  
line crosses.





KEY NO. 29ESTIMATED COST OF WORK TO BE DONEAs of Dec. 30, 1943

Remove rails and repave trenches and pave over slot rails.

|                            |                         |             |                  |
|----------------------------|-------------------------|-------------|------------------|
| Remove rails (single rail) | 21,603 lin.ft. @ \$1.08 | \$23,331.24 |                  |
| Salvage                    | 331 long tons           | 16.00       | <u>5,296.00</u>  |
|                            |                         |             | \$18,035.24      |
| Asphalt Pavement and Base  | 43,406 sq.ft. @ \$.26   |             | 11,285.56        |
| Asphalt Top                | 141,450 sq.ft. .10      |             | <u>14,145.00</u> |
|                            |                         |             | \$43,465.80      |

Work to be completed by February 15, 1947.



## 1. FIRST ST. - FOLSOM ST. to NATOMA ST.

ORIGINAL FRANCHISE

ORDER NO. 1523 approved Nov. 14, 1879.

To North Beach &amp; Mission Railroad Co. of S.F.

Acceptance filed Nov. 21, 1879.

First St. - Market to Folsom Sts.

Sec. 2. Sections 498,500 &amp; 502 of Civil Code apply.

Sec. 8. Clause "A" applies.

USE OF ELECTRICITY

RES. NO. 904 approved Oct. 16, 1900.

OPERATING PERMIT

From Feb. 9, 1931 for 25 years.

BUS PERMIT

ORDINANCE NO. 1611 approved May 5, 1942.

Sec. 1. Part of Bus Line No. 27.

LAST CAR

First St. - Folsom to Natoma St.

Last car operated Oct. 15, 1938.

PAVINGOBLIGATIONS

Refers to Ordinance No. 280 and Clause "E" applies.

ORDINANCE NO. 1575 approved Apr. 16, 1942.

Agreement between Company, City and County, and Works Projects Administration.

Exhibit "A", Item 14.

Remove rails, ties and all pavement in track area.

Reconstruct new 6"-2" pavement.

1,615 lin.ft. single track - salvage 20.5 tons.

No work done under this agreement and none will be done due to cessation of activities of Works Projects Administration.

ORDINANCE NO. 2374 approved Sept. 25,

1943.

Exhibit "A", Item 5.

1,615 lin.ft. of single track - remove rails, ties,

and all pavement in track area - replace 6"-2"

pavement - salvage estimated at 22.4 tons.



KEY NO. 30ESTIMATED COST OF WORK TO BE DONE  
As of Dec. 31, 1943

|   |                         |               |                 |
|---|-------------------------|---------------|-----------------|
| Remove single track,<br>rails and ties, and<br>fill to subgrade | 1,615 lin.ft. @ \$ 2.40 | \$3,876.00    |                 |
| Salvage   | 20.2 long tons 16.00    | <u>323.20</u> | \$3,552.80      |
| Asphalt Pavement and<br>Base                                    | 14,535 sq.ft. .26       |               | <u>3,779.10</u> |
|   |                         |               | \$7,331.90      |



# Declaration of Surrender and Operating Permit Market Street Railway Company

Know All Men by These Presents

That the undersigned, MARKET STREET RAILWAY COMPANY, a corporation, organized and existing under and by virtue of the laws of the State of California, and engaged in operating a street railway in the City and County of San Francisco, State of California, hereby makes and files with the Clerk of the Board of Supervisors of the City and County of San Francisco this written Declaration of Surrender to said City and County of San Francisco of all rights, franchises, privileges, permits or resolutions heretofore granted to or held by Market Street Railway Company, or its predecessors in interest, whether of record or howsoever appearing, to operate said street railway and buses under said rights, franchises, privileges, permits or resolutions over the streets, avenues and highways in the City and County of San Francisco hereinafter set forth, along and over which Market Street Railway Company operated its railroad at any time during the calendar year 1936, being the calendar year in which the election for the adoption of the amendment to the Charter of the City and County of San Francisco by the addition of Section 6a and Section 6b to Chapter II, Article II thereof, was held, to-wit:

## RAILWAY LINES.

ALAMEDA STREET—From Bryant street to, across and upon York street to and upon private property

ALAMEDA STREET—Underground feeder from York street to Berry street

ARGUELLO BOULEVARD—Along, upon and across, from Euclid avenue to Clement street

ARGUELLO BOULEVARD—Along, upon and across, from Sacramento street to Lake street

ARMY STREET—From Folsom street to Third street

ASHBURY STREET—From Frederick street to Clayton street

BATTERY STREET—From Market street to north side of California street

BAYSHORE BOULEVARD—From the south line of San Francisco County to Robles avenue

BAYSHORE BOULEVARD—From San Bruno avenue near Cortland avenue to, upon and across private right-of-way to Army street

BRANNAN STREET—From First street to Eighth street

BROADWAY STREET—From The Embarcadero to Mason street

BROADWAY STREET—Underground conduits, from Webster street to Fillmore street

BRYANT STREET—From Sterling street to Army street, with connection to private property east of Bryant street and south of Division street

BUSH STREET—From Battery street to Kearny street

CALIFORNIA STREET—From north side of Market street to Kearny street

CALIFORNIA STREET—From Presidio avenue to Sixth avenue

CARL STREET—From Stanyan street to Clayton street

CASTRO STREET—From Market street to Twenty-sixth street, with connection to private property on east side of Castro street between Twenty-fourth street and Jersey street

CHATTANOOGA STREET—From Twenty-second street to Twenty-fourth street

CHENEY STREET—From Thirtieth street to, upon and along private right-of-way between Carrie and Diamond streets to Diamond street

CHURCH STREET—From Sixteenth street to Duboce avenue

CIRCULAR AVENUE—From San Jose avenue to Monterey boulevard

CLAY STREET—From The Embarcadero to Larkin street

CLAYTON STREET—From Carl street to Waller street

CLAYTON STREET—From Ashbury street to Market street

CLEMENT STREET—From Arguello boulevard to Thirtieth street, with connections to private property north of Clement street between Thirty-second avenue and Lincoln park

COLUMBUS AVENUE—From Mason street to Taylor street

CONNECTICUT STREET—From Seventeenth street to Eighteenth street

CORTLAND AVENUE—From Mission street to Folsom street

DIAMOND STREET—From private right-of-way on Cheney street to and along private right-of-way south of Wilder street to Diamond street and thence to San Jose avenue

DIVISADERO STREET—From Page street to Jackson street

DIVISADERO STREET—Underground wire from Page street to Haight street

DIVISION STREET—(South of) spur track from Southern Pacific Railroad starting on private property east of Hampshire street extended and running westerly on and upon private property to near the east line of Bryant street

DOLORES STREET—From Twenty-second street to Twenty-fourth street

DUBOCE AVENUE—From Church street to Fillmore street

ECKER STREET—Underground feeders and conduits, from Stevenson street to Market street

EDDY STREET—From Market street to Divisadero street

EIGHTEENTH STREET—From Danvers street to Guerrero street

EIGHTEENTH STREET—From Connecticut street to Third street

EIGHTH AVENUE—From Clement street to Fulton street

EIGHTH STREET—From Market street to Brannan street

ELLIS STREET—From Market street to Divisadero street

EMBARCADERO—From Ferry Terminal to Howard street

EMBARCADERO—From Ferry Terminal to Broadway

EMBARCADERO—From Ferry Terminal to Mission street

EMBARCADERO—From Clay street to Sacramento street

EUCLID AVENUE—From Parker avenue to Arguello boulevard

FIFTH STREET—From Market street to Brannan street

FILLMORE STREET—From Duboce avenue to Marina boulevard with connections to private property on the west side of Fillmore street between Golden Gate avenue and Turk street

FIRST STREET—From Market street to Folsom street

FIRST STREET—From Brannan street to Townsend street

FOLSOM STREET—From Steuart street to Precita avenue

FOURTH AVENUE—From Geary street to, upon and across Point Lobos avenue to, upon and along private right of way to Sutro Baths Station

FOURTEENTH STREET—From Guerrero street to Harrison street

FOURTH STREET—From Market street to Townsend street

FREDERICK STREET—From Masonic avenue to Clayton street

FREDERICK STREET—From Stanyan street to Lincoln way

FULTON STREET—From La Playa to, upon and across private right of way on east side of Masonic avenue

GENEVA STREET—From Thirtieth street to Forty-eighth street

GENEVA AVENUE—Poles and overhead feeders on south side of Geneva avenue from San Jose avenue to Mission street

GOLDEN GATE PARK—From Lincoln way near La Playa across Golden Gate Park to and across Fulton street to La Playa

GOLDEN GATE PARK—Underground feeders, from Lincoln way and Twentieth avenue to Fulton street between Twenty-first and Twenty-second avenues

GUERRERO STREET—From Fourteenth street to San Jose avenue

HAIGHT STREET—From Market street to Stanfan street, with connections to private property south of Haight street between Shirade street and Stanyan street

HARRISON STREET—From Steuart street to Second street

HARRISON STREET—From Third street to Fourteenth street

HAYES STREET—From Market street to Stanyan street

HEIMANN STREET—Overhead wires, from Fillmore street to Steiner street

HOWARD STREET—From The Embarcadero to Steuart street

HYDE STREET—From Ellis street to O'Farrell street

HYDE STREET—From Market street to, upon and across private right-of-way from Sacramento street to Washington street

JACKSON STREET—From Powell street to Presidio avenue, with connections to private property on south side of Jackson street between Mason street and Taylor street

JESSIE STREET—Conduits and feeders from private property north side of Jessie street east of New Anthony street to New Anthony street

KANSAS STREET—From Sixteenth street to Seventeenth street

KEARNEY STREET—From Market street to Broadway

LAKE STREET—From Arguello boulevard to Fillmore avenue

LA PLAYA—From Fulton street to south of Balboa street, including loop located partly on private property west of La Playa between Cabrillo and Balboa street

LARKIN STREET—From Clay street to Sacramento street

LARKIN STREET—From Market street to Post street

LEAVENWORTH STREET—From McAllister street to Post street

LEAVENWORTH STREET—Underground conduits, from Post street to Sutter street

LEJAS AVENUE—From Mission street to Richmond avenue

LINCOLN WAY—From Frederick street to near La Playa, connecting with private right of way in Golden Gate Park and with private property between Funston and Fourteenth avenues

MARKET STREET—From The Ferry Building on The Embarcadero to Castro street, with connections to and across private property on the south side of Market street north of McCoppin street, and upon extending into Ferry Loop

MARKET STREET—From Danvers street to Clayton street, with switchback on Market street near Clayton street

MARKET STREET—From The Ferry Building on The Embarcadero to Sutter street

MASON STREET—From Clay street to Columbus avenue, with connections to private property on west side of Mason street between Webster street and Jackson street

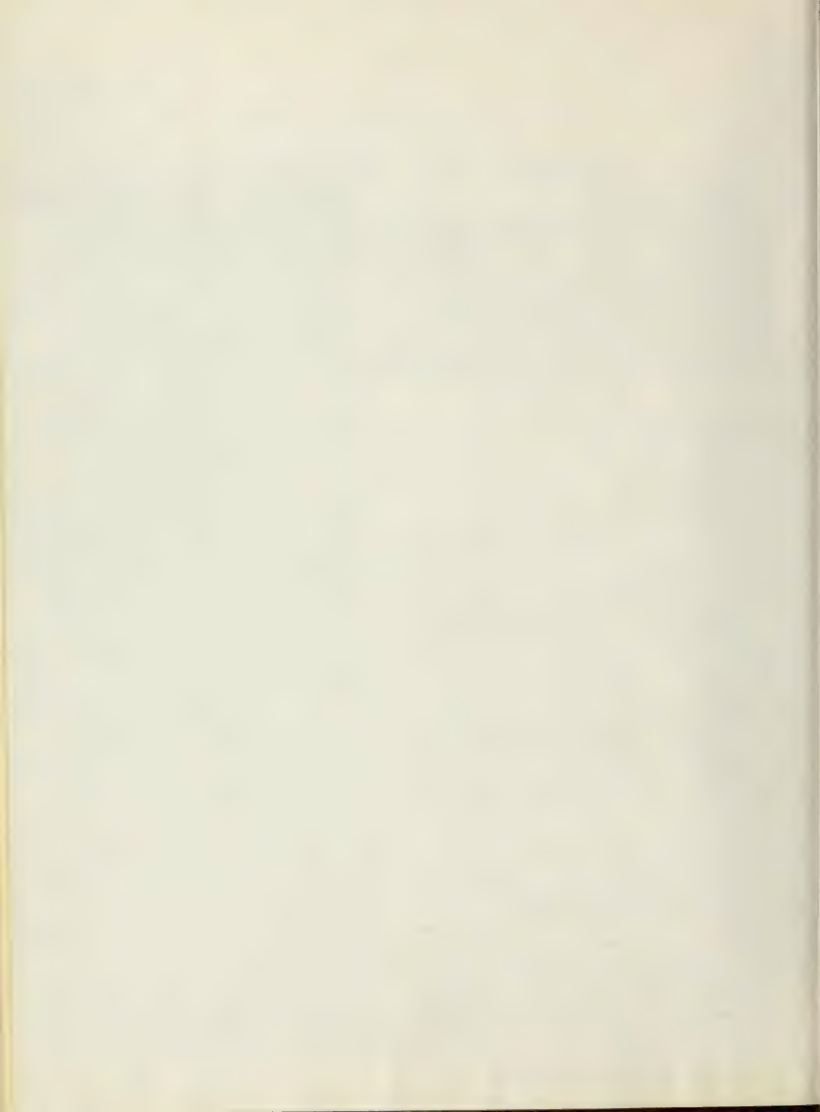
MASON STREET—From Turk street to Eddy street

MASON STREET—Underground conduits, from Post street to Sutter street

MASON STREET—Underground cable-way from Clay street to Sacramento street and connection to private property

MASONIC AVENUE—From Oak street to Frederick street

MCALLISTER STREET—From Market street to and upon private right of way on west side of Central avenue





**MINNESOTA STREET**—From Twenty-fourth street upon, along and across Minnesota street to Twenty-fifth street.

**MISSION STREET**—From The Embarcadero to the south line of San Francisco County, with connections to private property on the east side of Mission street north of Virginia street and to Federal government property on the west side of Mission street east of the Postoffice, and with connections to private property west of Valencia street between Tiffany avenue and Mission street.

**MONTGOMERY STREET**—From Circular avenue to west of the west line of Commercial extension of a mean avenue.

**MONTGOMERY STREET**—Underground feeders and conduits, from Market street to Sutter street.

**MONTGOMERY STREET**—Overhead feeders and poles, from Post street to Bush street on east side of Montgomery street.

**NEW ANTHONY STREET**—Underground feeders and conduits, from Jessie street to Mission street.

**NINETEENTH AVENUE**—Poles and feeders on west side of Nineteenth avenue, from Shatt boulevard to, upon and along the south side of an extension of a mean avenue.

**NINETEENTH STREET**—Poles and overhead feeder from Valencia street to Mission street.

**NINTH AVENUE**—Poles and overhead feeders, from Lincoln way to Judah street.

**NINTH STREET**—From Market street to Brannan street.

**OAK STREET**—From Fillmore street to Stanyan street, with connections to private property on the north side of Oak street between Divisadero and Broderick streets.

**OCEAN AVENUE**—From Ocean avenue to and upon private property on the north side of Ocean avenue, with connections to private property on the south side of Ocean avenue between San Jose avenue and Tara street.

**OPARELL STREET**—From Hyde street to Divisadero street.

**OPARELLA AVENUE**—From Ocean avenue to Mission street.

**ORTEGA STREET**—From Twentieth avenue to a connection, with private property on the south side of Ortega street between Twenty-first and Twenty-second avenues.

**OTIS STREET**—From Mission street at Twelfth street to Mission street, from Fourth street, with connection to private property on the north side of Otis street north of McOppin street.

**PAGE STREET**—From Fillmore street to Stanyan street.

**PARKER AVENUE**—From California street to Euclid avenue.

**PARNASSUS AVENUE**—From Stanyan street to Fifth avenue.

**PARK STREET**—From Post street to North Point street.

**PARK STREET**—From Market street to Hayes street.

**POST STREET**—From Larkin street to Park street.

**POWELL STREET**—From Broadway street to Jefferson street.

**POWELL STREET**—From near the north line of Market street to Laguna street.

**PRETIA AVENUE**—From Folsom street to Arroyo street.

**PRESDIO AVENUE**—From Jackson street to Post street.

**RICHLAND AVENUE**—From Mission street to Andover street.

**RODOLFO AVENUE**—From Bayshore boulevard to San Bruno avenue.

**SACRAMENTO STREET**—From The Embarcadero to Fillmore street.

**SACRAMENTO STREET**—From Fillmore street to Arguello boulevard.

**SAN BERNARD AVENUE**—From Rodolfo avenue to Bay Shore boulevard near Garland avenue.

**SAN DIEGO STREET**—Overhead wires, from Market street to Sixteenth street.

**SAN JOSE AVENUE**—From Guerrero street to Thirtieth street.

**SAN JOSE AVENUE**—From Diamond street to the south line of San Francisco County, with connections to private property on the east side of San Jose avenue between Geneva and Niagara avenues and on the west side of San Jose avenue between Ocean and Niagara avenues.

**SANSOME STREET**—From Sutter street to north of the south line of The Embarcadero.

**SECOND STREET**—From Market street to Brannan street.

**SEVENTEENTH STREET**—From Kansas street to Connecticut street.

**SIXTEENTH STREET**—From Kansas street to Church street.

**SIXTEENTH STREET**—Overhead wires from Sanchez street to Church street.

**SIXTH STREET**—From Market street to Brannan street.

**SIXTH AVENUE**—From Lake street to Fulton street.

**STANFORD STREET**—From Fulton street to Hayes street.

**STANYAN STREET**—From Oak street to Parnassus avenue.

**STEINER STREET**—From Washington street to Jackson street.

**STEINER STREET**—Poles and wires, from Hermann street to Market street.

**STREILING STREET**—From Harrison street to Bryant street.

**STUART STREET**—From Howard street to Harrison street.

**STEVENSON STREET**—Underground feeders and conduits from Harrison street to Fulton street.

**SUTTER STREET**—From Market street to Presidio avenue.

**TAYLOR STREET**—From Market street to Post street.

**TAYLOR STREET**—From Columbus avenue to Bay street.

**TENNESSEE STREET**—From Twenty-third street upon, along and across the east side of Twenty-fourth street.

**TENTH STREET**—Poles and feeders on east side of Tenth street from Market street to Harrison street.

**TENTH STREET**—From Bryant street to beyond north line of Jackson street.

**THIRD STREET**—From Market street to San Bruno avenue, crossing over and upon viaducts, Third street and Channel and Islals track bridges, with connection to steam railway tracks on east side of Third street at Fourth street, and connections to private property

west of Third street between Twenty-third and Twenty-fourth street.

**THIRTIETH STREET**—From San Jose avenue to Henry street.

**THIRTY-THIRD AVENUE**—From Clement street to Geary street.

**TOWNSEND STREET**—From Third street to Fourth street.

**TURK STREET**—From Market street to Divisadero street, with connections to private property south of Turk street between Webster and Thirtieth streets.

**TWELFTH STREET**—From Market street to Mission street.

**TWENTY-FOURTH STREET**—From Dolores street to west line of Hoffman avenue.

**TWENTY-FOURTH STREET**—From Howard street to Rhode Island street, with connections to private property north of Twenty-fourth street between Utah street and San Bruno avenue.

**TWENTY-FOURTH STREET**—From Tennessee street upon, along and across Twenty-fourth street to Minnesota street.

**TWENTY-SIXTH STREET**—From Mission street to New street.

**TWENTY-SECOND STREET**—From Howard street to Chattanooga street.

**TWENTY-SIXTH STREET**—From Mission street to Bryant street.

**TWENTY-SIXTH STREET**—Overhead feeder, from Valencia street to Mission street.

**VALENCIA STREET**—From Market street to Mission street, with connections to private property west of Valencia street between Tiffany avenue and Mission street.

**VIRGINIA AVENUE**—From Mission street to Coleridge street and north on Coleridge street to a connection on private property.

**WALLER STREET**—From Clayton street to Stanyan street.

**WASHINGTON STREET**—From Powell street to Steiner street, with connection to private property north of Washington street between Mason and Taylor streets.

**WASHINGTON STREET**—From Kearny street to west of the west line of Montgomery street.

**WASHINGTON STREET**—Underground conduits, from Turk street to Broadway street.

Together with all overhead and underground transmission and distribution lines, signal apparatus, telephone equipment, branch-off curves, connecting tracks, platforms, stations, waiting rooms, switchboards, signal towers, switches, crossings, cross-overs, hops, turnouts, switchbacks, turnouts, derails, sheds, and other appliances, sidings and connections to private property, used or necessary or useful in the operation of the railway of defendant. When not otherwise designated, description of routes or streets extends from center to center of streets or to a connection with existing tracks.

# BUS LINES

**BALTIMORE WAY**—From South Hill boulevard to Cordova street.

**BOWDOIN STREET**—From Felton street to Silver avenue.

**BRAZIL AVENUE**—From Mission street to Moscow street.

**CORDOVA STREET**—From Felton way to Naples street.

**EDINBURGH STREET**—From Excelsior avenue to Silver avenue.

**EXCELSIOR AVENUE**—From Mission street to Naples street.

**FELTON STREET**—From San Bruno avenue to Bowdoin street.

**GLAD STREET**—From Market street to Silver avenue.

**GENEVA AVENUE**—From Naples street to Munich street.

**MAYNARD STREET**—From Mission street to Graut street.

**MISSION STREET**—From Brazil avenue to Russia avenue.

**MOSCOW STREET**—From Maynard street to Excelsior avenue.

**MOSCOW STREET**—From Persia avenue to Brazil avenue.

**NAPLES STREET**—From Excelsior avenue to Bolgo street.

**PERIA AVENUE**—From Mission street to Moscow street.

**RUSSIA AVENUE**—From Mission street to Naples street.

**SAN BERNARD AVENUE**—From Silver avenue to Felton street.

**SILVER AVENUE**—From Mission street to San Bruno avenue.

**SOUTH HILL BOULEVARD**—From Munich street to Baltimore way, and, in consideration and by reason thereof, accepts in place of said rights, franchises, privileges, permits and resolutions an operating permit to operate its cars and buses over, along and across the streets, avenues and highways in the City and County of San Francisco, also named and set forth, as provided in Sections 5a and 5b of Chapter II, Article II, of the Charter of the City and County of San Francisco, which said permit is hereby referred to and made a part hereof and subject to all the terms and conditions thereof.

The following is a statement of said rights, franchises, privileges, permits and resolutions so surrendered and heretofore referred to and existing, together with the designation and number of the ordinance and or resolution of the Board of Supervisors and or Board of Park Commissioners of the City and County of San Francisco granting said rights, franchises, privileges, permits and resolutions, and with the respective date of their approval by said Board of Supervisors, Board of Park Commissioners, and the Mayor of said City and County, all of which appears from said ordinances and resolutions on file in the office of the Board of Supervisors and or Board of Park Commissioners of said City and County of San Francisco:

|   |                   |
|---|-------------------|
| Ordinance No. 11 (Board of Park Commissioners)..... | April 24, 1886    |
| Ordinance No. 20 (New Series).....                  | June 12, 1904     |
| Ordinance No. 161 (New Series).....                 | November 19, 1906 |
| Order No. 104 (Second Series).....                  | August 8, 1898    |
| Order No. 105 (Second Series).....                  | August 8, 1898    |
| Resolution No. 122 (Third Series).....              | January 17, 1888  |
| Order No. 208 (Second Series).....                  | August 16, 1899   |
| Order No. 209 (Second Series).....                  | August 16, 1899   |
| Ordinance No. 61.....                               | April 3, 1903     |
| so far as now owned by Market Street Railway        |                   |
| Ordinance No. 716 (New Series).....                 | April 5, 1909     |
| Resolution No. 728.....                             | August 17, 1909   |
| Resolution No. 904.....                             | October 16, 1906  |



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| Resolution No. 905 | October 16, 1900   |
| Order No. 1511     | September 20, 1879   |
| Order No. 1523     | November 14, 1879  |
| Order No. 1524     | November 12, 1879  |
| Order No. 1525     | November 14, 1879  |
| Order No. 1527     | November 28, 1879  |
| Order No. 1531     | November 28, 1879  |
| Order No. 1572     | excepting Howard street from Stewart street to Twenty-sixth street |
| Order No. 1574     | Order No. 1574   |
| Order No. 1575     | Order No. 1575   |
| Order No. 1578     | Order No. 1578   |
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| Order No. 1843     | Order No. 1843   |
| Order No. 1844     | Order No. 1844   |
| Order No. 1845     | Order No. 1845   |
| Order No. 1846     | Order No. 1846   |
| Order No. 1847     | Order No. 1847   |
| Order No. 1848     | Order No. 1848   |
| Order No. 1849     | Order No. 1849   |
| Order No. 1850     | Order No. 1850   |
| Order No. 1851     | Order No. 1851   |
| Order No. 1852     | Order No. 1852   |
| Order No. 1853     | Order No. 1853   |
| Order No. 1854     | Order No. 1854   |
| Order No. 1855     | Order No. 1855   |
| Order No. 1856     | Order No. 1856   |
| Order No. 1857     | Order No. 1857   |
| Order No. 1858     | Order No. 1858   |
| Order No. 1859     | Order No. 1859   |
| Order No. 1860     | Order No. 1860   |
| Order No. 1861     | Order No. 1861   |
| Order No. 1862     | Order No. 1862   |
| Order No. 1863     | Order No. 1863   |
| Order No. 1864     | Order No. 1864   |
| Order No. 1865     | Order No. 1865   |
| Order No. 1866     | Order No. 1866   |
| Order No. 1867     | Order No. 1867   |
| Order No. 1868     | Order No. 1868   |
| Order No. 1869     | Order No. 1869   |
| Order No. 1870     | Order No. 1870   |
| Order No. 1871     | Order No. 1871   |
| Order No. 1872     | Order No. 1872   |
| Order No. 1873     | Order No. 1873   |
| Order No. 1874     | Order No. 1874   |
| Order No. 1875     | Order No. 1875   |
| Order No. 1876     | Order No. 1876   |
| Order No. 1877     | Order No. 1877   |
| Order No. 1878     | Order No. 1878   |
| Order No. 1879     | Order No. 1879   |
| Order No. 1880     | Order No. 1880   |
| Order No. 1881     | Order No. 1881   |
| Order No. 1882     | Order No. 1882   |
| Order No. 1883     | Order No. 1883   |
| Order No. 1884     | Order No. 1884   |
| Order No. 1885     | Order No. 1885   |
| Order No. 1886     | Order No. 1886   |
| Order No. 1887     | Order No. 1887   |
| Order No. 1888     | Order No. 1888   |
| Order No. 1889     | Order No. 1889   |
| Order No. 1890     | Order No. 1890   |
| Order No. 1891     | Order No. 1891   |
| Order No. 1892     | Order No. 1892   |
| Order No. 1893     | Order No. 1893   |
| Order No. 1894     | Order No. 1894   |
| Order No. 1895     | Order No. 1895   |
| Order No. 1896     | Order No. 1896   |
| Order No. 1897     | Order No. 1897   |
| Order No. 1898     | Order No. 1898   |
| Order No. 1899     | Order No. 1899   |
| Order No. 1900     | Order No. 1900   |

|                                     |                    |
|-------------------------------------|--------------------|
| Resolution No. 3261 (Fourth Series) | July 31, 1899      |
| Resolution No. 3889 (Fourth Series) | January 16, 1900   |
| Ordinance No. 3941 (New Series)     | November 10, 1916  |
| Ordinance No. 4559 (New Series)     | April 25, 1918     |
| Resolution No. 5171 (Third Series)  | May 18, 1891       |
| Resolution No. 5291 (Third Series)  | May 25, 1891       |
| Resolution No. 5319 (New Series)    | February 21, 1910  |
| Resolution No. 5519                 | February 7, 1905   |
| Ordinance No. 5830 (New Series)     | March 14, 1905     |
| Ordinance No. 6880 (New Series)     | December 11, 1895  |
| Resolution No. 8516 (New Series)    | September 19, 1911 |
| Resolution No. 10538 (New Series)   | November 13, 1913  |
| Resolution No. 11029 (New Series)   | July 15, 1914      |
| Resolution No. 11479 (New Series)   | November 17, 1914  |
| Resolution No. 11477 (Third Series) | December 3, 1891   |
| Resolution No. 11448 (Third Series) | December 3, 1894   |
| Resolution No. 11600 (Third Series) | December 24, 1894  |
| Resolution No. 18706 (New Series)   | July 12, 1886      |
| Ordinance No. 7022 (New Series)     | March 20, 1926     |

# BUS PERMIT.

Resolution No. 29762 (New Series) ..... October 18, 1928

It is the purpose and intention of declarant to hereby surrender to said City and County of San Francisco all rights, franchises, privileges, permits or resolutions owned by declarant and existing February 15, 1929, or operated during the year 1930 and existing at the time of the filing of this Declaration of Surrender, whether specifically described or set forth or not, all as provided in Section 6a of Chapter II, Article II, of the Charter of the City and County of San Francisco.

This Declaration of Surrender is executed by Market Street Railway Company and acknowledged and certified by a notary public authorized to make such acknowledgment in the manner provided by law for the conveyance of real property, and is made pursuant to the provisions of Section 6a of Chapter II, Article II, of the Charter of the City and County of San Francisco.

Market Street Railway Company hereby requests the Clerk of the Board of Supervisors to file this Declaration of Surrender in the office of the Board of Supervisors of said City and County and to endorse thereon the fact and date of such filing, and to sign such endorsement and to deliver to Market Street Railway Company a true and correct copy of this Declaration of Surrender so filed by said Market Street Railway Company, with the certificate of said Clerk attached thereto, duly signed, and attested by the seal of said City and County of San Francisco, to the effect that the same is a true and correct copy of the Declaration of Surrender so filed by Market Street Railway Company, and stating therein the date of such filing and the name of the Market Street Railway Company as executing such declaration.

In witness whereof, Market Street Railway Company has caused its corporate name and seal to be hereunto affixed and this Declaration of Surrender to be signed by its President and attested by the signature of its Secretary this 9th day of February, A. D. 1931.

(Seal)

MARKET STREET RAILWAY COMPANY.

By SAMUEL KAHN, President.

GEO. B. WILLIAMS, Secretary.

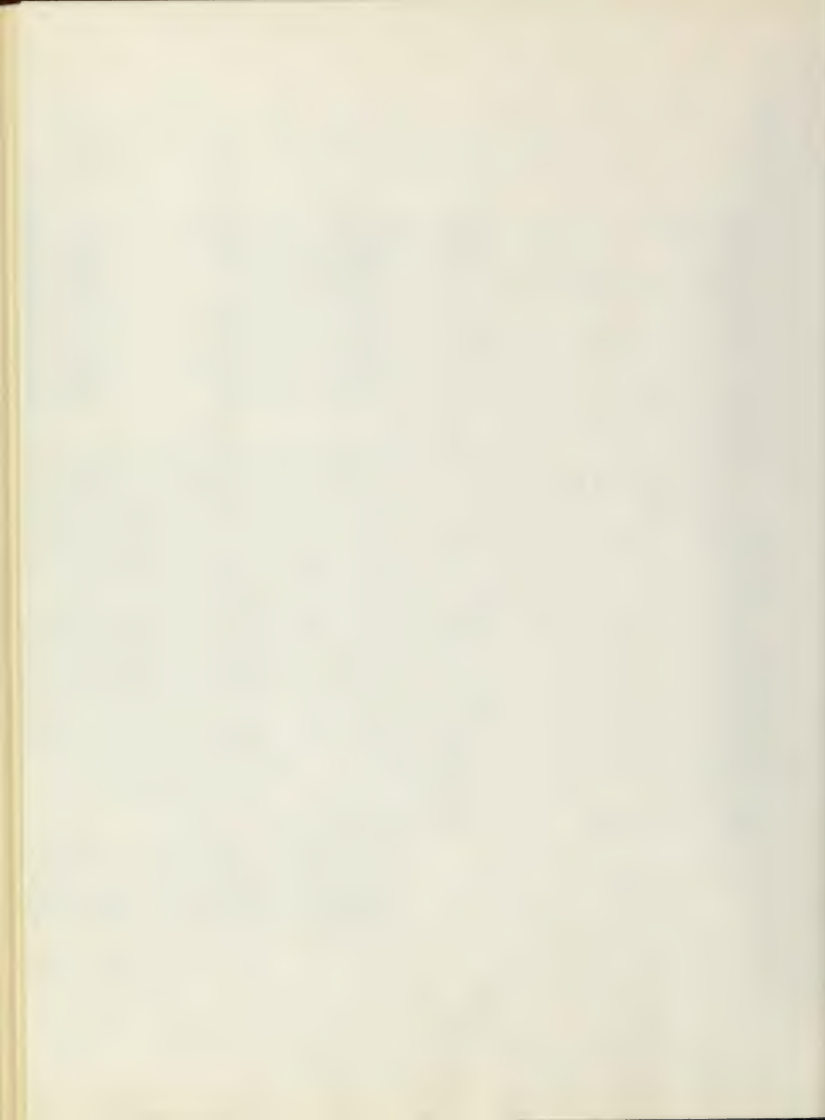
(Notarial certificate of Minerva N. Swain attached.)

Enforcement of Clerk of the Board of Supervisors of the City and County of San Francisco.

This is to certify that the Market Street Railway Company has filed in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco the above and foregoing Declaration of Surrender, and that the same was filed, as aforesaid, on, to-wit, the 9th day of February, 1931.

This is to further certify that the above and foregoing Declaration of Surrender is a true and correct copy of the Declaration of Surrender so filed with said Clerk on the 9th day of February, 1931, by Market Street Railway Company.

(Seal of the City





HAYES ST. - FILLMORE TO STEINER ST.  
RAILS LOW. BASALT BLOCK PAVEMENT VERY ROUGH.



MISSION ST.-NORTH FROM 14TH ST.  
RAILS LOW & PAVEMENT IN VERY POOR CONDITION



MISSION ST.-EAST FROM 7TH ST.  
RAILS HAVE BEEN SHIMMED. TRACK & PAVEMENT IN VERY GOOD CONDITION



21  
4.75

61

4.75 21

2

3

INSTRUCTIONS: ALL PAVEMENT IS TO BE ENTERED IN SQ. FT.  
 WHERE TRACK RECONSTRUCTION IS REQUIRED (EITHER DOUBLE OR SINGLE)  
 NO PAVEMENT QUANTITY SHOULD BE ENTERED  
 ALL STATION NG TO START AND END IN BLOCK

INSPECTOR  
 DATE  
 CALC BY  
 CHECKED BY  
 ENTERED BY

| PAVEMENT - SQ. FT.         |  |   |   |   |    |                          |                         |          |              | LIN. FT.           |                      | MISC. |  |
|----------------------------|--|---|---|---|----|--------------------------|-------------------------|----------|--------------|--------------------|----------------------|-------|--|
| ABBREVIATIONS<br>LOCATIONS |  | A | C | B | BR | B-H<br>BASALT<br>HEADERS | B-H<br>BRICK<br>HEADERS | LIN. FT. | SHIM<br>RAIL | RECON.<br>SIN. TR. | REC-IN.<br>DOUB. TR. |       |  |
| 1                          |  |   |   |   |    |                          |                         |          |              |                    |                      |       |  |
| 2                          |  |   |   |   |    |                          |                         |          |              |                    |                      |       |  |
| 3                          |  |   |   |   |    |                          |                         |          |              |                    |                      |       |  |
| 4                          |  |   |   |   |    |                          |                         |          |              |                    |                      |       |  |
| TOTAL                      |  |   |   |   |    |                          |                         |          |              |                    |                      |       |  |





HARRISON ST.

THIRD ST.

BRYANT ST.

82'6"

550

A

Reconstruct.

A Figured as Shim (minimum)

A

BRYANT ST.

THIRD ST.

BRANNAN ST.

82'6"

550

A

Shim Rails

A

Shim Rails

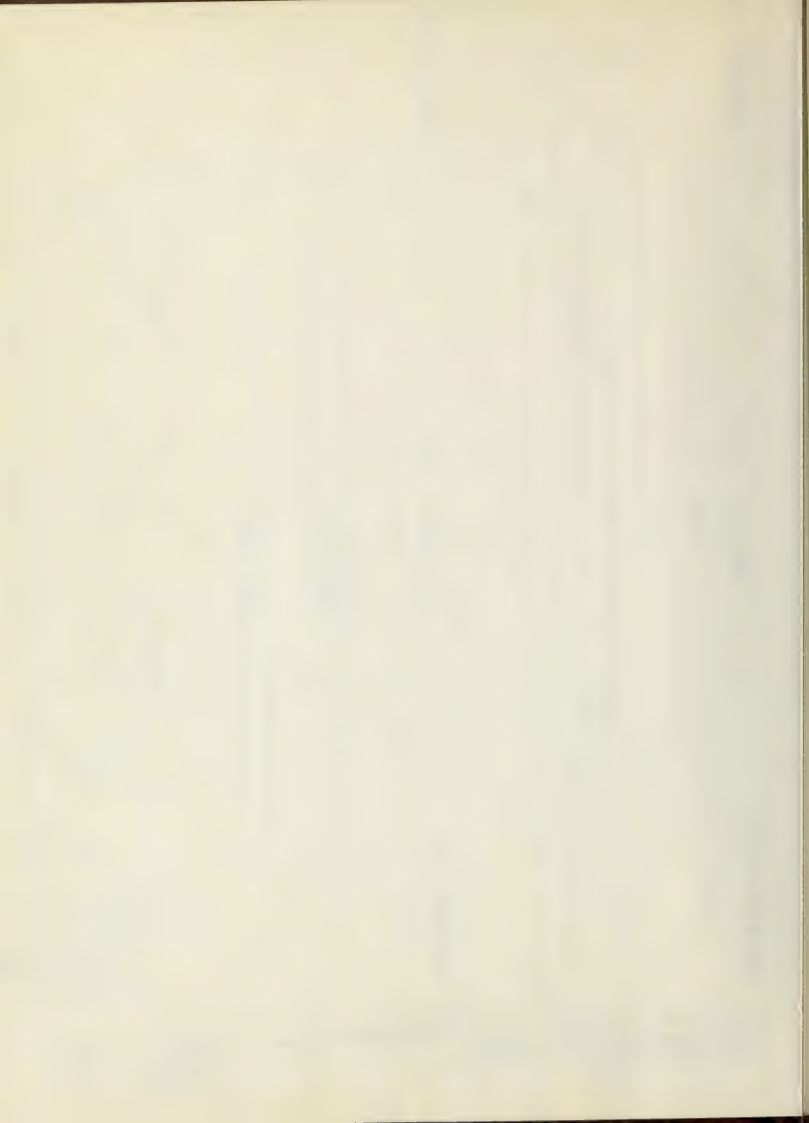
A

| ABBREVIATIONS<br>LOCATIONS | PAVEMENT - SQ. FT. |               |             |           |            | LIN. FT.     |                 | SHEET |
|----------------------------|--------------------|---------------|-------------|-----------|------------|--------------|-----------------|-------|
|                            | A<br>ASPHALT       | B<br>CONCRETE | C<br>GRAVEL | D<br>CURB | E<br>DITCH | SHIM<br>RAIL | REC'D.<br>SHEET |       |
| 1 Harrison                 | 1660               |               |             |           |            |              | 83              |       |
| 2 Harrison-Bryant          | 11000              |               |             |           |            |              | 550             |       |
| 3 Bryant                   |                    |               |             |           |            |              |                 |       |
| 4 Bryant-Brannan           | 4400               |               |             |           |            | 2200         |                 |       |
| TOTAL                      |                    |               |             |           |            |              |                 |       |

INSTRUCTIONS: ALL PAVEMENT IS TO BE ENTERED IN SQ. FT.  
 WHERE TRACK RECONSTRUCTION IS REQUIRED (EITHER DOUBLE OR SINGLE)  
 NO PAVEMENT QUANTITY SHOULD BE ENTERED  
 ALL STATIONING TO START AND END IN BLOCK

INSPECTOR  
 DATE  
 CALC. BY  
 CHECKED BY  
 ENTERED BY

Arleslin  
 3-18-43  
 69997  
 Smith



# TABULATION

COMPILED BY  
CHECKED BY  
KEY NO.

STREET LINE

LINE NO.

ST.  
NO.

STREET

FROM

TO

PAVEMENT —  
ASPH. ASPHALT  
TOP PAVE.

SQ. FT.  
CONC.  
PAVE.

G.S.  
PAVE.

BRICK  
PAVE.

BAGALT  
HEADER

BRICK  
HEADER

SEAL  
CRACK

LIN. FT.  
SHIM

REC.  
SGL. TR. DBL.

TOTALS

1870  
1871  
1872  
1873  
1874  
1875  
1876  
1877  
1878  
1879  
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1890  
1891  
1892  
1893  
1894  
1895  
1896  
1897  
1898  
1899  
1900







# MARKET STREET RAILWAY MAP OF THE CITY & COUNTY OF SAN FRANCISCO

PREPARED BY  
**JOHN J. CASEY**  
CITY ENGINEER

SCALE  
0 1000 2000 3000

## LEGEND

- MARKET ST. RY. - STREET CARS
- - - MARKET ST. RY. - MOTOR BUS
- o o o o MARKET ST. RY. - TROLLEY BUS
- MARKET ST. RY. - CABLE LINES







**REPORT**  
**ON THE**  
**CALIFORNIA STREET CABLE**  
**RAILROAD COMPANY**

(In accordance with Ordinance 1892 [Series of 1939] passed  
by the Board of Supervisors and approved December 15, 1942)

**VOL. I    PART 2**

**December 31, 1943**



OBLIGATIONS AND CONDITION OF STREETS USED SURVEY  
CALIFORNIA STREET CABLE RAILROAD COMPANY

C O N T E N T S

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WATKINS AND COMPANY, LTD.

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WATKINS AND COMPANY, LTD.

WATKINS AND COMPANY, LTD.

## F O R E W O R D

The matter of operating permit and franchises for California Street Cable Railroad Company is clear cut and the only legal question involved which might require interpretation by the City Attorney is the claim of the Market Street Railway Company with regard to California Street from Kearny Street to Market Street. The Market Street Railway Company listed this street as operated upon by them during the calendar year 1930 in applying for their operating permit but this does not seem to be borne out by the facts in the matter.

The track work in general is in good condition. The basalt block pavement between the rails is in good condition, as far as basalt block pavements go, but the basalt block pavement between the tracks is in a rough condition as compared to our present standards of pavement. An attempt has been made to rectify the condition between tracks by covering the basalt blocks with asphalt and this method of treatment appears satisfactory and should be continued.

The estimate of cost of doing the minimum amount of work to place the area in the streets traversed by the tracks of the California Street Cable Railroad Company in accordance with their obligations under their operating permit based on their original franchise obligations is estimated at \$ 14,030.87.

## APPENDIX

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GENERAL SCOPE OF REPORT

This report contains a complete study and analysis of the franchises and declaration of surrender and operating permit of the California Street Cable Railroad Company insofar as they relate to the physical condition of the portions of the streets occupied by the Railway Company and which they are required to maintain.

All franchises and resolutions applying to this Company and its predecessors were examined and all information pertinent to the matter under investigation was listed in its proper place.

Field examinations and diagrams were made showing the class of pavement in the track area and adjacent portions of the street, the condition of the track with reference to the pavement, and the location and extent of repairs necessary to be made to the track and pavement. This involved the examination of approximately 10.65 miles of single track.

Franchises generally state, with regard to pavements, "to keep the same constantly in repair, flush with the streets and with good crossings."

The present report is based on the simplest and cheapest method of track repair; that is, shimming the track to grade so that the pavement may be repaired and have smooth riding qualities from the viewpoint of vehicular traffic, and to conform with the adjacent pavement. The track work in general is in good condition. The basalt block pavement between the rails is in good condition as far as basalt block pavements go, but the basalt block pavement between the tracks is in a rough condition as compared to our present standards of pavement.

Compilations were accordingly made on the amount of work necessary to be done by the California Street Cable Railroad Company to fulfill its obligations to keep the street area occupied by the Company in repair, and the cost of doing the necessary work was also estimated.

The estimated cost of pavement is based on placing asphalt top over the present basalt blocks between the rails and on re-setting the blocks and covering with asphalt between the tracks. In some places, where conditions allow, the work between the tracks consists only of paving with asphalt over the existing blocks.

The prices for repair to pavement may seem low but the values were used for comparison with the report submitted on the Market Street Railway Company, and the estimated cost can be changed as the quantities of work needed are the basic factor. The prices used are basically sound and would be a fair estimate except that at the present time bids on pavement work have taken an abnormal increase.





## HISTORICAL

San Francisco is the birthplace of the cable railway which was first built in 1872, and the idea of using rope haulage for the transportation of passengers through city streets spread to all parts of the United States and Europe.

The California Street Cable Railroad Company was incorporated in 1876, but the first franchise, approved June 14, 1876, was granted to Leland Stanford, Mark Hopkins, David Porter, Isaac Wormser, P. H. Canavan, John E. Shawhan, R. N. Graves, Edward B. Pond, John Taylor, B. Adolph Becker, John H. Redington, Michael Reese, Louis Sloss, David D. Colton and Charles Crocker, names which command prominent places in the early history of San Francisco and California, and which are still perpetuated by monumental structures such as the Mark Hopkins Hotel, Stanford University, and Stanford Hospital.

The California Street line from Kearny Street to Fillmore Street was built in 1878 and extended from Fillmore Street to Presidio Avenue in 1879. The section of California Street from Kearny Street to Market Street was placed in operation in 1891. The track gage of the cable line is 3 feet 6 inches.

Prior to 1891 when the California Street Cable Railroad Company extended its line easterly from Kearny Street to Market Street, this portion of the street was served by a horse car line on a track gage of 5 feet and the line was operated by the North Beach and Mission Railroad Company of San Francisco,

The report by City Engineer O'Shaughnessy "On the Purchase of the California Street Cable Railroad" dated December 1928, states on page 4:

"At its own expense, the cable company tore out the horse car rails and installed the cable track construction and all six rails necessary for a double track to be used by the 5-foot gage horse cars and the 3 foot 6 inch-gage cable cars."

This joint use east of Kearny Street continued until the fire of 1906, after which time the horse cars



never operated, giving the cable cars the exclusive use of the tracks. The 5-foot gage rails have been removed, as repairs to the street have been made.

The cross-town line from Hyde and Beach Streets, thence southerly along Hyde Street to Pine Street, easterly on Pine Street to Jones Street and southerly on Jones Street to Market Street, with a connection easterly on O'Farrell Street from Jones Street to Market Street was not built until 1891. The main portion of this line now turns from Jones Street into O'Farrell Street and thence to Market Street and Grant Avenue, while the Jones Street line from O'Farrell Street to Market Street is operated as a shuttle service.

Although the  $36\frac{1}{2}$  pound rail put down originally was damaged more or less in the disaster of 1906, the changing of steel was not started until January 1, 1909, when re-steeling was commenced using 60 pound - 3-1/2 inch grooved girder rail of special design.

The cars on all roads were operated by steel cables driven with steam engines located at Hyde and California Streets. Steam power was superseded in 1914 by two electric motors installed at the same location.

The present trackage consists of 10.65 miles of single track, made up of 10.05 miles of plain track and 0.60 miles of special track.



## FRANCHISES

The Company operated under the following franchises:

ORDER NO. 1292 approved June 14, 1876.

Term: 25 years.

Grantee: Stanford, Hopkins, Porter, Wormser, et al.

Route: California Street from Kearny Street to First Avenue. (Item 1).

ORDER NO. 1538 approved November 29, 1879.

Term: Extended Order No. 1292 to February 17, 1929.

Grantee: California Street Railroad Company.

ORDER NO. 2058 approved May 3, 1889.

Term: For remaining existence of franchise previously granted this Company; that is, to February 17, 1929.

Grantee: California Street Cable Railroad Company.

Route: Jones Street from McAllister Street to Bush Street (Part of Items 3 & 6); Bush Street from Jones Street to Hyde Street; Hyde Street from Bush Street to Jefferson Street (Item 5).

ORDER NO. 2175 passed over Mayor's objections March 3, 1890.

Term: O'Farrell, Jones and Pine Streets, same conditions as Order No. 2058, that is, to February 17, 1929. California Street, same conditions as Order No. 1538, that is, to February 17, 1929.

Grantee: California Street Cable Railroad Company.

Route: O'Farrell Street from Market Street to Jones Street (Item 2); Jones Street from Bush Street to Pine Street (Part of Item 3); Pine Street from Jones Street to Hyde Street (Item 4); California Street from Kearny Street to Davis Street (Item 1A).

The California Street Cable Railroad Company secured a franchise for California Street, from Kearny Street to the center of its intersection with Davis Street, under Order No. 2175 of the Board of Supervisors, which was passed over the mayor's objections on March 3, 1890 and was for 50 years from February 17, 1879, that is, until February 17, 1929. This franchise had the five block clause for joint use of tracks (Section 499 of the Civil Code of the State of California) and by agreement with the North Beach and Mission Railroad Company of San Francisco, which operated the horse cars, the California Street Company

The Company operated under the following terms:

1. Term:

ORDER NO. 1905 approved June 14, 1905.

Term: 25 years.

Lease: Standard, Working, North, Western, etc.

Route: California Street from Kanny Street to

Avenue. (Item 1).

ORDER NO. 1906 approved November 20, 1905.

Term: 25 years.

ORDER NO. 1907 approved May 2, 1906.

Term: 25 years.

Lease: Standard, Working, North, Western, etc.

Route: California Street from Kanny Street to

Avenue. (Item 1).

Route: California Street from Kanny Street to

Avenue. (Item 1).

Route: California Street from Kanny Street to

Avenue. (Item 1).

Route: California Street from Kanny Street to

Avenue. (Item 1).

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Route: California Street from Kanny Street to

Avenue. (Item 1).

Route: California Street from Kanny Street to

Avenue. (Item 1).

Route: California Street from Kanny Street to

Avenue. (Item 1).



was able to extend the cable tracks over the remaining block to Market Street. The franchise of the North Beach and Mission Railroad Company is covered by Order No. 1523 approved November 14, 1879 and was for 50 years, that is, to November 14, 1929 and in part is for California Street from Market Street to the intersection of Kearny Street.

The report of City Engineer O'Shaughnessy entitled "Street Railway Transportation Requirements of San Francisco" dated 1929, on pp 137, with reference to the Market Street Railway Company's properties, states:

"That portion of the property operated by the California Street Cable Railroad Company on California Street between Kearny and Davis Streets, in which the Market Street Railway Company claims an interest."

"All the property on California Street between Davis Street and Market Street operated by the California Street Cable Railroad Company in which the Market Street Railway Company claims sole ownership."

With reference to this matter, we have the following action by the Board of Supervisors:

Resolution No. 8983 N.S. - Dec. 4, 1911 - Directing City Attorney and Attorney General of State of California to institute proceedings against the United Railroads of San Francisco to forfeit claims of said railroad company granted under franchise covered by Order No. 1523 with reference to California Street from Market to Kearny Sts.

The report by Bion J. Arnold entitled "Report on Transportation Facilities of San Francisco" dated March 1913, in Table 55 states:

"Forfeitures by Court Decree. United Railroads.  
California - Market to Kearny - Judgment in Superior Court - no appeal yet taken."

The Market Street Railway Company in its Declaration of Surrender and Operating Permit claimed and received an operating permit for California Street from north side of Market Street to Kearny Street on the statement that it has operated here during the calendar year 1930, although a previous report such as the O'Shaughnessy Report of December 1928 on the purchase of the California Street Cable Railroad definitely states, on page 4, that "this joint use east of Kearny Street continued until the fire of 1906, since which time the horse cars have never been operated, giving the cable cars the exclusive use of the tracks."

The premises of the Western Union  
Telegraph Company is covered by Patent No. 1,908,761,  
dated November 14, 1932 and was for 20 years, from  
November 14, 1912 and is now owned by the Western  
Union Telegraph Company.

The report of City Engineer [redacted] dated [redacted] is being referred to the [redacted] for their consideration.

That portion of the record is located in the Chicago  
Public Library, Chicago, Illinois, in the  
Reading Room, 1st Floor, in the Reading Room.  
Newspapers and other periodicals are located in the  
Newspaper Room on the 2nd floor.

"All our property we delivered to the Government," said the witness.

1917-1918

RECEIVED BY THE ATTORNEY GENERAL  
OFFICE OF THE ATTORNEY GENERAL  
STATE OF NEW YORK  
JAN 10 1934



The expiration of the franchises of this Company is taken as February 17, 1929 although there may be a little question as to the expiration of Order No. 2058 but by no interpretation could the date of expiration be later than May 3, 1929.

During the period between February 17, 1929 or May 3, 1929 and the date of the operating permit issued in accordance with the charter amendment voted at the election of November 4, 1930, the Company operated at the sufferance of the City.

There is no record of the Company having any rights by franchise to California Street from center of Davis Street to the north line of Market Street, prior to March 23, 1931 but the operating permit of that date gives the necessary rights to the Company for the term of the operating permit.

#### OPERATING PERMITS

A Charter Amendment adding Sections 6a and 6b to Chapter II, Article II of the Charter of the City and County of San Francisco was voted in 1930 and is now known as Sections 131 and 132 of the Charter:

Section 131. Any person, firm or corporation operating a street railway in the City and County of San Francisco may, at any time within twelve months after this section takes effect, make and file with the Clerk of the Board of Supervisors . . . ., a written declaration of surrender to the City and County of San Francisco, of all rights, franchises, privileges, permits or resolutions theretofore granted to or held by declarant, or its predecessors in interest, to operate said street railway under said rights . . . . over the streets, avenues and highways in the City and County of San Francisco set forth in said declaration of surrender, and in consideration and by reason thereof, declarant shall, upon making and filing such declaration of surrender as aforesaid, immediately and automatically . . . ., have and hold, in place thereof, an operating permit from the City and County giving and granting unto such declarant, its successors, or assigns the right, until such permit is revoked in the manner hereinafter set forth, to operate its cars by means of overhead electric system, by cables running under the ground and moved by stationary engines, electric motor or such other means as the law may permit, and buses, over the streets

...the explosion of the French ship of the 600-  
tonnage in the night of February 17, 1929 although there was  
no official occasion as to the explosion of the ship.  
...but by no investigation could the ship be  
...after the factor than May 5, 1929.

There is no record of the Company having any

and highways of the City and County, set forth and enumerated in said declaration of surrender, whether under then existing franchises, or otherwise, and to conduct .....same railway business theretofore conducted therein by said declarant and, for that purpose, to have the use of streets .... and of the same or like tracks, roadbeds, and other structures and rights of way therein, but upon all the terms and conditions contained in the rights, franchises ..... existing as of February 15, 1929 and in the orders, resolutions and ordinances referred to in such declaration of surrender except that the term or conditions as to the period of duration of any right, franchise, privilege, permit or resolution applicable to any operating permit or any right thereunder, shall be for twenty-five years from the date of filing of the declaration of surrender by declarant. Said permit shall apply only to streets ..... over which the declarant operated its railway during the year 1930.

Provisions shall not apply to franchises granted under:

Ordinance No. 288 (New Series) approved Oct. 17, 1907; Ordinance No. 425 (New Series) approved May 12, 1908, known as the Parkside franchise; Ordinance No. 1196 (New Series) approved June 14, 1910, known as the Gough Street franchise; Ordinance No. 1460 (New Series) approved January 23, 1911, known as the Parnassus and Ninth Avenue franchise; Order No. 1532 approved November 28, 1879 for operation on Howard Street from Steuart to 26th Streets; Order No. 1890 approved December 27, 1886 for operation on Post Street from Market to Leavenworth Streets.

Every permit ..... shall be for period of twenty-five years, and shall be subject to right of City and County at any time to acquire and possess the operative property of holder of said permit upon paying the fair value therefor, hereinafter referred to as compensation (method of arranging for value is shown in same paragraph).

Section 132. The Board of Supervisors shall have power to grant by ordinance to any holder of a permit, secured as provided in Section 131, supplemental permits authorizing such holder, its successors or assigns, to construct and operate in conjunction with existing lines, over or under any streets ....., an extension of an existing street railway or bus line .... subject to the same terms and conditions under which said line, from which it is proposed to make the extension, is operated. Every supplemental permit expires concurrently with the permits granted upon filing of the declaration of surrender. No line of street railway ..... operated under authority of any permit, shall be abandoned .... unless Board of Supervisors, upon receiving a petition, shall authorize by ordinance.



In accordance with the above Sections 131 and 132 of the Charter, the California Street Cable Railroad Company surrendered its franchises and received an operating permit dated March 23, 1931 and running for a period of twenty-five years. (Copy of the Declaration of Surrender and Operating Permit is included in this report).





DECLARATION OF SURRENDER AND OPERATING PERMIT

Know All Men by These Presents:

That the California Street Cable Railroad Company, a corporation, organized and existing under and by virtue of the laws of the State of California, and engaged in operating a street railway in the City and County of San Francisco, State of California, hereby makes and files with the Clerk of the Board of Supervisors of the City and County of San Francisco, State of California, this written declaration of surrender to said City and County of San Francisco of all rights, franchises, privileges, permits and/or resolutions heretofore granted to or held by California Street Cable Railroad Company, a corporation, or its predecessors in interest, whether of record or howsoever appearing, to operate said street railway under said rights, franchises, privileges, permits or resolutions over the streets, avenues and highways in the City and County of San Francisco hereinafter set forth, along and over which said California Street Cable Railroad Company operated its railroad at any time during the calendar year 1930, being the calendar year in which the election for the adoption of the amendment to the Charter of the City and County of San Francisco by the addition of section 6a and section 6b of chapter II, article II, of said Charter was held, to-wit:

California Street - From junction with Market street to midway between Presidio avenue and Walnut street.

Hyde Street - From Pine street to Beach street.

Jones Street - From junction with McAllister Street to Pine street.

O'Farrell Street - From junction with Market street to Jones street.

Pine Street - From Jones street to Hyde street.

Together with all single and double tracks over the entire routes above mentioned as they now exist and are in operation, with necessary switches, turnouts and crossovers, endless ropes or cables, with the right of erection, maintenance and operation of necessary machinery, steam, power or electric plants therein or near or adjacent to said streets along the whole of said routes, to connect said plants with said endless rope or cable for the operation of its said railway; signal apparatus and towers, telephone equipment, branch-offs, connecting tracks, platforms, switch houses, crossings, loops, curves, switchbacks, trenches, pits and excavations, derails and all other appliances, sidings and connections to public or private property used or necessary or useful in the operation of said railway, with the right of crossing and traversing all intersecting streets, avenues or highways en route. All as provided in all orders, ordinances and resolutions hereinafter referred to, which are made a part hereof as though expressly repeated.

THE UNIVERSITY OF CHICAGO PRESS



In consideration and by reason thereof declarant accepts in place of said rights, franchises, privileges, permits and resolutions an operating permit to operate its street railway and cars along and upon said streets, avenues and highways in said City and County of San Francisco above mentioned, as provided in sections 6a and 6b of chapter II, article II, of the Charter of the City and County of San Francisco, said sections being hereby and herein referred to and made a part hereof as though expressly repeated.

The following is a statement of said rights, franchises, privileges, permits and resolutions so surrendered and herein referred to and existing February 15th, 1929, with the designation and number of the order, ordinance and/or resolution of the Board of Supervisors of the City and County of San Francisco, granting said rights, franchises, privileges, permits and resolutions, and with the respective dates of their approval, all of which appears upon the records of the City and County of San Francisco.

Order Number 1292 (Board of Supervisors), June 14, 1876.  
(Modified by Order No. 1302.) (Extended by Order No. 1538.)

Order Number 1489 (Board of Supervisors), February 21, 1879. (Extended by Order No. 1538.)

Order Number 1537 (Board of Supervisors), November 29, 1879.

Order Number 1538 (Board of Supervisors), November 29, 1879.

Order Number 2015 (Board of Supervisors), December 10, 1888.

Order Number 2058 (Board of Supervisors), May 3, 1889.

Order Number 2175 (Board of Supervisors), March 3, 1890.

It is the purpose and intention of declarant to hereby surrender to said City and County of San Francisco all rights, franchises, privileges, permits and resolutions owned by declarant and existing February 15, 1929, or operated during the year 1930, and existing or being exercised at the time of filing of this declaration of surrender whether specifically described or herein mentioned or not, all in accordance with the provisions of section 6a of chapter II, article II, of the Charter of the City and County of San Francisco.

This declaration of surrender is executed by declarant and duly acknowledged and certified and is made pursuant to provisions of section 6a of chapter II, article II, of said Charter.

[illegible]

California Street Cable Railroad Company hereby requests the Clerk of the Board of Supervisors to file this declaration of surrender in the office of the Board of Supervisors and to indorse thereon the fact and date of filing, and to sign such indorsement and to deliver to California Street Cable Railroad Company a true and correct copy of this declaration of surrender so filed by this declarant, with the certificate of said Clerk attached thereto, duly signed, and attested by the seal of said City and County of San Francisco, to the effect that the same is a true and correct copy of the declaration of surrender so filed by California Street Cable Railroad Company, and stating therein the date of such filing and the name of California Street Cable Railroad Company as executing such declaration.

In witness whereof, California Street Cable Railroad Company has caused its corporate name and seal to be hereunto affixed and this declaration to be signed by its president and attested by its secretary this 23rd day of March, 1931.

(Seal) CALIFORNIA STREET CABLE RAILROAD COMPANY.  
By JAS. W. HARRIS, President.

Attest: LESTER K. WELLS, Secretary.

Indorsement.

This is to certify that California Street Cable Railroad Co. has filed in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco the above and foregoing declaration of surrender, and that the same was filed, as aforesaid, on the 23rd day of March, 1931.

This is to further certify that the above and foregoing declaration of surrender is a true and correct copy of the declaration of surrender so filed with said Clerk on the 23rd day of March, 1931, by California Street Cable Railroad Company.

(Seal) J. S. DUNNIGAN,  
Clerk of the Board of Supervisors of the  
City and County of San Francisco.



SECTION OF CIVIL CODE OF CALIFORNIA (TITLES III & IV,  
PART IV) APPLYING TO STREET RAILWAY FRANCHISES PREVIOUS  
TO CHARTER OF SAN FRANCISCO WHICH TOOK EFFECT JAN.8,1900.

SECTION 492

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations, and upon such terms and payment of license tax as the county, city and county, city or town authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city; or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a petition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section Statutes 1895, 242.)

SECTION 497

Authority to lay railroad tracks through the streets and public highways of any incorporated city or town may be obtained for a term of years, not exceeding fifty, from the Trustees, Council or other body to whom is intrusted the government of the city or town, under such restrictions and limitations, and upon such terms, and payment of license tax, as the city or town authority may provide. In no case must permission be granted to propel cars upon such tracks otherwise than by electricity, horses, mules, or by wire ropes running under the streets and moved by stationary engines, unless for special reasons in this title hereinafter mentioned; provided, however, that such Board or body in granting the right, or at any time after the same is granted, to use electricity or any other of said modes, shall have power to impose such terms, restrictions and limitations as to the use of streets and the construction and mode of operating such electric and other roads as may by such Board or body, be deemed for the public safety or welfare (as amended February 25, 1891, Statutes 1891, Page 12).





## SECTION 498

The city or town authorities in granting the right of way to street railroad corporations, in addition to the restrictions which they are authorized to impose, must require a strict compliance with the following conditions, except in the cases of prismoidal or other elevated railways. In such cases said railway shall be required to be constructed in such manner as will present the least obstruction to the freedom of the streets on which it may be erected when allowed by the granting power.

First: To construct their tracks on those portions of streets designated in the ordinance granting the right, which must be as nearly as possible in the middle thereof.

Second: To plank, pave, or macadamize the entire length of the street used by their track between the rails and for two feet on each side thereof and between the tracks if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings. (This section was repealed in 1921 but applies to franchises granted previous to this.) City Attorney's Opinion April 29, 1926 to Board of Supervisors.

Third: That the tracks must not be more than five feet wide within the rails and must have a space between them sufficient to allow the cars to pass each other freely.

## SECTION 499

Two lines of street railway, operated under different management, may be permitted to use the same street; each paying an equal portion for the construction of the tracks and appurtenances used by said railways jointly; but in no case must two lines of street railway operated under different management occupy and use the same street or tracks for a distance of more than five blocks consecutively.





#### SECTION 500

Any proposed railroad track may be permitted to cross any track already constructed, the crossing being made as provided in chapter 11, title 111 of this part. In laying down the track and preparing therefor, not more than one block must be obstructed at any one time, nor for a longer period than ten working days.

#### SECTION 502

Work to construct the railroad must be commenced within one year from the date of the ordinance granting the right of way and the filing of articles of incorporation and the same shall be completed within three years thereafter. A failure to comply with these provisions works the forfeiture of the right of way as well as the franchise, unless the uncompleted portion is abandoned by the corporation with the consent of the authorities granting the right of way. Such abandonment and consent to be in writing (Section 502 was amended in 1895 by providing that extension of time of construction could be granted).

#### SECTION 503

Cities and towns in or through which street railroads run may make such further regulations for the government of such street railroads as may be necessary to a full enjoyment of the franchise and the enforcement of the provisions provided herein.



## CLAUSES FROM FRANCHISES

### CLAUSE A

Whenever it shall be necessary for said railroad company to plank, pave or macadamize its railway tracks as provided in the 498th section of the Civil Code of this state, it shall use the same material which is or may be used by said city and county in respect to the remainder of the street unless otherwise directed or permitted by the Board of Supervisors of said city and county.

### CLAUSE B

1. To construct the tracks of said railroad on those portions of the streets above designated as nearly as possible in the middle thereof.

2. To plank, pave, or macadamize the entire length of the street used by their tracks between the rails and for two feet on each side thereof and between the tracks, if there be more than one, and to keep the same constantly in repair, flush with the street and with good crossings.

### CLAUSE C

Wherever any street or part of a street over which this franchise is granted shall be ordered improved or reimproved and the work of improving or reimproving such street shall be let by contract by the Board of Supervisors or other governing body of this city and county, the portion of said street occupied or to be occupied by the track or tracks of the grantee or grantees of this franchise, between the rails, between the tracks laid or to be laid shall be let together with the rest of the street or streets, and the grantees, their successors or assigns shall be held liable from and after the passage and approval of this order of the payment of the cost of said improvement or reimprovement which cost shall be assessed in the proportion for the work done between the rails, between the tracks if there be more than one track, and for two feet on either side of the track or tracks, to the work done upon the entire width of the street, or streets so improved or reimproved and said cost shall be collected in the manner provided for the collection of other street assessments, and shall become a lien upon the roadbed, rolling stock and franchise of said road.



#### CLAUSE D

1. Said grantee its successors or assigns shall, from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order and repair with the same material as may be in use on the contiguous portion of the street, all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks, between their rails, between their tracks and for two feet on either side of their tracks, and shall whenever directed by the superintendent of public streets, put in good condition those portions of the streets designated in this section.

2. Said grantee, its successors or assigns, shall from and after the date of the passage of this order, be liable for the cost and expense of repairing and keeping in good order with the same material as may be in use on the contiguous portion of the street all that portion of the street or streets over which this franchise extends, embraced within the space occupied by their track or tracks between their rails, between their tracks and for two feet on either side of their tracks, and put in good order and condition those portions of the streets designated in this section whenever directed by the Superintendent of Public Streets and whenever it shall be necessary for said grantee, its successors or assigns to plank, pave, or macadamize those portions of the street on which their railroad tracks are laid, as provided in section 498 of the Civil Code; they shall use the same material which is or may be used by the city and county in respect to the remainder of the streets unless otherwise directed or permitted by said Board of Supervisors.



## DETAILS OF FRANCHISES

- |     |                |   |                |    |               |
|-----|----------------|---|----------------|----|---------------|
| 1.  | CALIFORNIA ST. | - | FIRST AVENUE   | to | KEARNY ST.    |
| 1a. | CALIFORNIA ST. | - | KEARNY ST.     | to | DAVIS ST.     |
| 2.  | O'FARRELL ST.  | - | MARKET ST.     | to | JONES ST.     |
| 3.  | JONES STREET   | - | O'FARRELL ST.  | to | PINE ST.      |
| 4.  | PINE ST.       | - | JONES STREET   | to | HYDE ST.      |
| 5.  | HYDE STREET    | - | PINE STREET    | to | BEACH ST.     |
| 6.  | JONES STREET   | - | McALLISTER ST. | to | O'FARRELL ST. |

## ORIGINAL FRANCHISES

### ITEM 1

#### ORDER NO. 1292.

Approved June 14, 1876.

To Stanford, Hopkins, Porter, Wormser, et al.

Sec. 1. California st. - Kearney St. to First Ave. Single or double track. Cars not to exceed 20 ft. in length. Operate by endless rope.

Sec. 2. Owners shall plank or pave as City or County directs, the street through which runs between the rails and between the tracks wherever double tracks are laid and keep same in repair.

Sec. 3. Track shall not be over three and one-half feet between rails and space between tracks sufficient for passage of cars.

Sec. 6. Franchise for 25 years. (See Ordinance #1538)

#### ORDER NO. 1302.

Modified Order No. 1292 so that penalties and forfeitures shall not attach or run until streets are sewered.

(No record of Order No. 1302 in Book of Franchises).

#### ORDER NO. 1489.

Approved February 21, 1879.

To California Street Railroad Company.

Sec. 1. Abandon present line of railroad lying west of cemetery or Central Ave. (now Presidio Ave.).

Sec. 2. Right to construct in continuation of present California Street Railroad on California Street from cemetery or Central Ave. to First Ave. to be operated by dummy steam engine or engines and may convert into a wire cable railroad. No additional fare; whole line from Kearny St. to First Ave. for one fare.

Franchise for 25 years. (See ordinance #1538)





ORDER NO. 1538.

Approved November 29, 1879.

To Market Street Railroad Company.

Order Nos. 1489 and 1292 were amended to be in effect for 50 years from Feb. 17, 1879.

ORDER NO. 1537.

Approved November 29, 1879.

To Stanford, Mills, Tevis, Wormser, et al.

Acceptance filed December 8, 1879.

Sec. 1. Franchise for 50 years.

Sec. 1. California St. - First Ave. at terminus of California St. Railroad Company's line to 6th Ave.; 6th Ave. - California to "D" or Fulton Sts.

Sec. 2. Sec. 498, 500 & 502 of Civil Code of California to apply.

Sec. 3. To use steam dummies, horses, or wire ropes.

ORDER NO. 1523.

Approved November 14, 1879.

To North Beach and Mission Railroad Co. of San Francisco.

Acceptance filed November 21, 1879.

Sec. 1. California Street turning out from Market St. to intersection of Kearny St. Franchise for 50 years.

Not lawful to lay double tracks on California Street between Battery and Davis Streets without written consent of majority of owners, estimating per front of property, shall have been filed with Supervisors.

Sec. 2. Sec. 498, 500 & 502 of Civil Code of California apply.

Sec. 5. Sec. 499 of Civil Code of California (joint use of tracks) applies.

Sec. 8. Clause "A" applies.

(The North Beach & Mission Railroad Company of San Francisco was not a part of the California Street Railroad Company).

ORDER NO. 1883.

Approved December 1, 1886.

To G. Sutro and associates.

Acceptance filed December 4, 1886.

Sec. 1. From First Ave. into California St., thence westerly along California St. to or near city cemetery.....

(This is not a part of the California Street Cable Railroad Company as now existing).

ITEMS - Part of 3, 5 & 6

ORDER NO. 2058.

Approved May 3, 1889.

To California Street Cable Railroad Company.

Acceptance filed May 6, 1889.



Sec. 1. Double track - franchise for remaining existence of franchise heretofore granted.

Jones St. - N.L. McAllister to Bush Sts.; Bush St. - Jones to Hyde Sts.; Hyde St. - Bush to Jefferson Sts.

Sec. 2. Secs. 498,500,502 & 503 of Civil Code of California apply.

Clause "D-1" applies.

Sec. 4. Sec. 499 of Civil Code of California applies.

Sec. 7. Clause "A" applies.

ITEMS 1A, 2, Part of 3, 4

ORDER NO. 2175, passed over mayor's objections March 3, 1890.  
To California Street Cable Railroad Company.  
Acceptance filed March 10, 1890.

Sec. 1. Single or double track.  
O'Farrell St. - Market to Jones Sts.; Jones St. - Bush to Pine Sts.; Pine St. - Jones St. to Hyde St.; California St. - W.L. Kearny St. to C.L. Davis St.

Sec. 2. Secs. 498,500,502 & 503 of Civil Code of California apply.

Sec. 3. Portions on O'Farrell, Jones, and Pine Sts. - same provisions as Order No. 2058. Portion on California St. - same provisions as Order No. 1538.

OPERATE WITH  
ELECTRICITY

ORDER NO. 2058. Sec. 3 (Items 2, 3, 4, 5, 6).

OPERATING  
PERMIT

From March 23, 1931 for 25 years.  
Operating Permit includes California Street from Davis St. to Market St., for which there was no franchise.

REMARKS

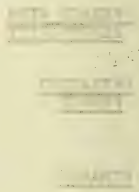
The matter of operating permit and franchises for this company is clear cut and the only legal question involved which might require interpretation by the City Attorney is the claim of the Market Street Railway Company with regard to California Street from Kearny Street to Market Street. (See pages 5 & 6 of this report.)

1. The first group - from 1941 to 1945  
2. The second group - from 1946 to 1950  
3. The third group - from 1951 to 1955

4. The fourth group - from 1956 to 1960  
5. The fifth group - from 1961 to 1965  
6. The sixth group - from 1966 to 1970  
7. The seventh group - from 1971 to 1975  
8. The eighth group - from 1976 to 1980  
9. The ninth group - from 1981 to 1985  
10. The tenth group - from 1986 to 1990

11. The eleventh group - from 1991 to 1995  
12. The twelfth group - from 1996 to 2000  
13. The thirteenth group - from 2001 to 2005  
14. The fourteenth group - from 2006 to 2010  
15. The fifteenth group - from 2011 to 2015  
16. The sixteenth group - from 2016 to 2020  
17. The seventeenth group - from 2021 to 2025  
18. The eighteenth group - from 2026 to 2030  
19. The nineteenth group - from 2031 to 2035  
20. The twentieth group - from 2036 to 2040

21. The twenty-first group - from 2041 to 2045  
22. The twenty-second group - from 2046 to 2050  
23. The twenty-third group - from 2051 to 2055  
24. The twenty-fourth group - from 2056 to 2060  
25. The twenty-fifth group - from 2061 to 2065  
26. The twenty-sixth group - from 2066 to 2070  
27. The twenty-seventh group - from 2071 to 2075  
28. The twenty-eighth group - from 2076 to 2080  
29. The twenty-ninth group - from 2081 to 2085  
30. The thirtieth group - from 2086 to 2090



# RESUME OF PAVING OBLIGATIONS

| Item | Order No. | Expiration of Franchise | Paving Obligations                                   |
|------|-----------|-------------------------|--|
| 1    | 1292      | Amended                 | Pave and keep in repair between tracks and rails.    |
|      | 1538      | Feb. 17, 1929           |  |
| 1A   | 2175      |                         | Sec. 498 (2' outside); Sec. 500, 502 & 503.          |
|      | 1538      | Feb. 17, 1929           |  |
| 2    | 2175      |                         | Sec. 498 (2' outside); Sec. 500, 502 & 503.          |
|      | 2058      | Feb. 17, 1929           | Sec. 498, 500, 502-& 503 -<br>Clauses "A" and "D-1". |
| 3    | 2058      | Feb. 17, 1929           | Sec. 498, 500, 502 & 503,<br>Clauses "A" and "D-1".  |
|      | 2175      |                         | Sec. 498, 500, 502 & 503.                            |
| 4    | 2175      |                         | Sec. 498, 500, 502 & 503                             |
|      | 2058      | Feb. 17, 1929           | Sec. 498, 500, 502 & 503,<br>Clauses "A" and "D-1".  |
| 5    | 2058      | Feb. 17, 1929           | Sec. 498, 500, 502 & 503,<br>Clauses "A" and "D-1".  |
| 6    | 2058      | Feb. 17, 1929           | Sec. 498, 500, 502, 503,<br>Clauses "A" and "D-1".   |
|      | 2175      |                         | Sec. 498, 500, 502 & 503.                            |

2175 - With reference to Item 1A which refers to Order No. 1538 makes date of expiration as of Feb. 17, 1929.

2175 - With reference to Items 2, 3, 4, 5, & 6 which refer to Order No. 2058 might be questionable as to whether the date of expiration is Feb. 17, 1929 or May 3, 1929.



# ESTIMATE OF WORK TO BE DONE

As of December 31, 1943

|                                  |                      |               |
|----------------------------------|----------------------|---------------|
| Asphalt Pavement & Base          | 1,695 sq.ft. @ \$.26 | \$ 440.70     |
| Asphalt Top                      | 40,309 sq.ft. .10    | 4,030.90      |
| Asphalt Top on Basalt Block Base | 47,989 sq.ft. .18    | 8,638.02      |
| Shim Rail                        | 737 lin.ft. 1.25     | <u>921.25</u> |
| Estimated Cost                   |                      | \$14,030.87   |

|                                    | Asphalt<br>Pavement<br>& Base<br>Sq.ft. | Asphalt<br>Top<br>Sq.Ft. | Asphalt<br>Top on<br>B.B.Base<br>Sq.Ft. | Shim<br>Rail<br>Lin.Ft. | Cost        |
|------------------------------------|---|--------------------------|---|-------------------------|-------------|
| California St.                     | 1,350                                   | 33,855                   | 39,454                                  | 637                     | \$11,634.47 |
| O'Farrell St.                      | 80                                      | 1,321                    | -                                       | 20                      | 177.90      |
| Jones St. -<br>Market to O'Farrell | 230                                     | 475                      | 160                                     | 60                      | 211.10      |
| Jones St. -<br>O'Farrell to Pine   | 35                                      | 124                      | 20                                      | 20                      | 50.10       |
| Pine Street                        | -                                       | 46                       | -                                       | -                       | 4.60        |
| Hyde Street                        | -                                       | 4,488                    | 8,355                                   | -                       | 1,952.70    |
| Totals                             | 1695<br>\$440.70                        | 40,309<br>\$4,030.90     | 47,989<br>\$8,638.02                    | 737<br>\$921.25         | \$14,030.87 |

Shim Rail - Minimum work of track repair, only Shim rail so as to allow pavement repair to grade of abutting street grades.

Asphalt Top - Placing of asphalt over existing Basalt Block Pavement.

Asphalt Top on Basalt Block Base - Resetting of existing blocks and covering with Asphalt.

Estimated prices may be low during present flurry in price but can be adjusted as prices vary since the quantities of work really govern.





Per cent of Cost of Maintaining Crossings  
Borne by California Street Cable Railroad Company

---

Crossing of California Street Cable Railroad Company  
with Electric Lines of Market St. Railway Co. - - - 25%

California and Sansome Streets

|   |     |                           |
|---|-----|---------------------------|
| " | "   | Kearny Streets            |
| " | "   | Polk Streets              |
| " | "   | Fillmore Streets          |
| " | "   | Divisadero Streets        |
| " | St. | Presidio Avenue (1 track) |

Jones and Ellis Streets

|   |   |                |
|---|---|----------------|
| " | " | Turk Streets   |
| " | " | Eddy Streets   |
| " | " | Sutter Streets |

Crossing of California Street Cable Railroad Company  
with Cable Lines of Market St. Railway Co. - - - 50%

California and Powell Streets

|           |   |                    |
|-----------|---|--------------------|
| Hyde      | " | Washington Streets |
| "         | " | Jackson Streets    |
| O'Farrell | " | Powell Streets     |

Crossing of California Street Cable Railroad Company-  
with Electric Lines of Municipal Railway - - - - 0%

California St. and Van Ness Avenue

|       |   |               |
|-------|---|---------------|
| Jones | " | Geary Streets |
| Hyde  | " | Union Streets |

THE STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
IN SENATE

RESOLUTION OF THE SENATE  
PASSED MAY 1, 1907

TO AMEND AN ACT

TO PROVIDE FOR THE

REVISION OF THE

STATUTES OF THE STATE OF CALIFORNIA

BY THE SENATE

AND THE HOUSE OF REPRESENTATIVES

OF THE STATE OF CALIFORNIA

IN SENATE

MAY 1, 1907

THE SENATE

DOES HEREBY

RESOLVE THAT THE SENATE

DOES HEREBY

APPROVE THE

REVISION OF THE

STATUTES OF THE STATE OF CALIFORNIA

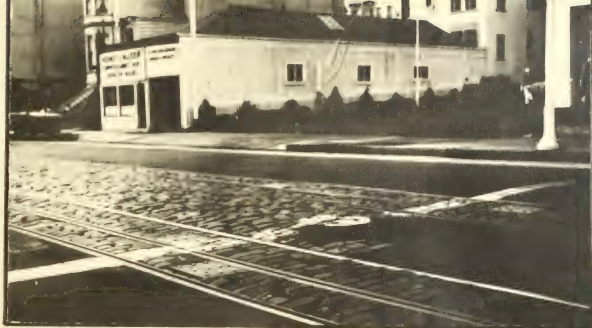
AS AMENDED BY THE SENATE

AND THE HOUSE OF REPRESENTATIVES

OF THE STATE OF CALIFORNIA

IN SENATE

MAY 1, 1907



CALIFORNIA ST. —N.W. FROM STEINER ST.  
METHOD OF TOPPING BLOCKS WITH ASPHALT.



HYDE ST-SOUTH FROM CHESTNUT ST.  
COBBLESTONES BETWEEN TRACKS IN VERY ROUGH CONDITION



HYDE ST-NORTH FROM CALIFORNIA ST.  
PAVEMENT BETWEEN RAILS IN GOOD CONDITION FOR BASALT BLOCKS.



LYON ST.

CALIFORNIA ST.

BAKER ST.

68'9"

A

50' B

300' top

A

A

Reconstruct Pavement B

20' B

250' top

A

BAKER ST.

CALIFORNIA ST.

BRODERICK

68'9"

O.K.

200' top

A

O.K.

Reconstruct pavement B

200' top

B

A

INSTRUCTIONS: ALL PAVEMENT IS TO BE ENTERED IN SQ. FT.  
 WHERE TRACK RECONSTRUCTION IS REQUIRED (EITHER DOUBLE OR SINGLE)  
 NO PAVEMENT QUANTITY SHOULD BE ENTERED  
 ALL STATIONS TO START AND END IN BLOCK

INSPECTOR  
 DATE  
 CALC. BY  
 CHECKED BY  
 ENTERED BY

BRESLIN  
 MAY 15 1943  
 W.A.S.  
 M.H.L.  
 W.A.S.

| ABBREVIATIONS<br>LOCATIONS | PAVEMENT - SQ. FT. |      |   |       | LIN. FT.                |                         |              | REC'D.<br>SIN. TR. | REC'D.<br>DOUB. TR. | NO. TO |
|----------------------------|--------------------|------|---|-------|-------------------------|-------------------------|--------------|--------------------|---------------------|--------|
| A                          | C                  | B    | B | BRICK | B-1<br>BRICK<br>HEADERS | B-2<br>BRICK<br>HEADERS | SHIM<br>RAIL |                    |                     |        |
| 1 LYON ST. ②               | 70                 |      |   |       |                         |                         |              |                    |                     |        |
| 2 LYON BAKER ②             | 800                | 2200 |   |       |                         |                         |              |                    |                     |        |
| 3 BAKER ②                  | 900                | 1970 |   |       |                         |                         |              |                    |                     |        |
| 4 BAKER BRODERICK ②        |                    |      |   |       |                         |                         |              |                    |                     |        |
| TOTAL                      |                    |      |   |       |                         |                         |              |                    |                     |        |

UTILITY

SHEET

KEY



PREPARED BY *Breslin*  
 CHECKED BY  
 KEY NO.

TABULATION

California  
 STREET LINE

LINE NO. Cable

| ST. NO. | STREET     | FROM       | TO         | PAVEMENT  | SQ. FT.           | B.B. PAVE. | BRICK PAVE. | SALTY HEADER | CRACK | SEAL | SHIM | LI. FT. | RECON.        |
|---------|------------|------------|------------|-----------|-------------------|------------|-------------|--------------|-------|------|------|---------|---------------|
|         |            |            |            | ASPH. TOP | ASPH. CONC. PAVE. |            |             |              |       |      |      |         | SAL. TR. DEL. |
|         | California | Walnut     | Presidio   |           | 400               |            |             |              |       |      |      |         |               |
| "       | "          | Presidio   | ⊙          |           | 80                |            |             |              |       |      |      |         |               |
| "       | "          | Presidio   | Lyon       |           | 300               |            |             |              |       |      |      |         |               |
| "       | "          | Lyon       | ⊙          |           | 70                |            |             |              |       |      |      |         |               |
| "       | "          | Lyon       | Baker      |           | 800               | 2200       |             |              |       |      |      |         |               |
| "       | "          | Baker      | ⊙          |           | —                 |            |             |              |       |      |      |         |               |
| "       | "          | Baker      | Broderick  |           | 900               | 1970       |             |              |       |      |      |         |               |
| "       | "          | Broderick  | ⊙          |           | 120               |            |             |              |       |      |      |         |               |
| "       | "          | Broderick  | Divisadero |           | 2400              | 240        |             |              |       |      |      |         |               |
| "       | "          | Divisadero | ⊙          |           |                   | 700        |             |              |       |      |      |         |               |
| "       | "          | Divisadero | Scott      |           | 300               | 2480       |             |              |       |      |      |         |               |
| "       | "          | Scott      | ⊙          |           | 35                |            |             |              |       |      |      |         |               |
| "       | "          | Scott      | Pierce     |           | 200               | 2480       |             |              |       |      |      |         |               |
| "       | "          | Pierce     | ⊙          |           | 50                |            |             |              |       |      |      |         |               |
| "       | "          | Pierce     | Steiner    |           | 250               | 2200       |             |              |       |      |      |         |               |
| "       | "          | Steiner    | ⊙          |           |                   | 220        |             |              |       |      |      |         |               |
| "       | "          | Steiner    | Fillmore   |           | 200               | 2480       |             |              |       |      |      |         |               |
| "       | "          | Fillmore   | ⊙          |           |                   | 1200       |             |              |       |      |      |         |               |
| "       | "          | Fillmore   | Webster    |           | 2500              |            |             |              |       |      |      |         |               |
| "       | "          | Webster    | ⊙          |           | 100               |            |             |              |       |      |      |         |               |
| "       | "          | Webster    | Buchanan   |           | 2000              | 500        |             |              |       |      |      |         |               |
| "       | "          | Buchanan   | ⊙          |           | 70                | 20         |             |              |       |      |      |         |               |
| "       | "          | Buchanan   | Laguna     |           | 1150              | 1500       |             |              |       |      |      |         |               |
|         | TOTALS     |            |            |           | 11925             | 18230      |             |              |       |      |      |         |               |





**CITY AND COUNTY OF SAN FRANCISCO**

**REPORT  
OF THE  
OBLIGATIONS AS TO THE  
USE OF STREETS  
UNDER  
FRANCHISES AND PERMITS**

(in accordance with Ordinance 1892 (Series of 1939) passed by  
the Board of Supervisors and approved Dec. 15, 1942)

**VOL. II  
STEAM RAILROADS**

DOCUMENTS DEPT.

APR 30 1980

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PUBLIC LIBRARY

Prepared by  
**JOHN J. CASEY**  
CITY ENGINEER

Approved by  
**H. C. VENSANO**  
DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Submitted to  
**T. A. BROOKS**  
CHIEF ADMINISTRATIVE OFFICER

December 31, 1943



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**December 31, 1943**



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## F O R E W O R D

This is Volume II of a report on the Obligations as to the "Use of Streets under Franchises and Permits" and reports the condition of the streets used by the Steam Railroad Companies as of December 31, 1943 and continues the studies outlined in a progress report dated May 15, 1943.

This report includes the main line franchises of the Southern Pacific Company and its predecessors, the Atchison, Topeka and Santa Fe Railway formerly known as the San Francisco and San Joaquin Valley Railway Company, the Western Pacific Railroad Company, the State Belt Line Railroad and the various spur track permits granted to the railroad companies and various firms and corporations obtaining service from the several railroads.

The last compilation of franchises and permits was made in 1910 and no work has been done along this line for 34 years. It was therefore necessary for the Bureau of Engineering to examine every issue of the "Journal of Proceedings of the Board of Supervisors of the City and County of San Francisco" since 1908 and the "Minutes of the Department of Public Works of the City and County of San Francisco" since 1906 and list all ordinances and resolutions appertaining to railroad franchises and spur tracks and examine them for the obligations entailed before any report on the "Condition of streets used" could be made.

Field examinations were made as to pavement conditions and correlated with the permits issued.

This work was done in accordance with Ordinance No. 1892 (Series of 1939) of the Board of Supervisors approved December 15, 1942.

This report was compiled under the supervision of Assistant City Engineer Sherman P. Duckel.

The active direction of the work was under M. H. Levy, Civil Engineering Designer, assisted by the following employees of the Bureau of Engineering.

### Compilation of Franchises and Permits:

The late Geo. F. Stahle, Engineer of Grades, assisted by Wm. A. Smith, Surveyor's Field Assistant; L. Pope, A. Furderer, D. T. Ryan and J.H. Hanley, Inspectors.

### Field Work:

Inspectors L. Pope, A. Furderer, D. T. Ryan and T. Breslin.

### Compilation of Obligations and Preparation of Maps:

F. V. Philpot and C. Ferraris, Civil Engineering Draftsmen; F. Brown, Inspector.



Steam Railroad Companies  
Obligations as to the  
Use of Streets

AUTHORIZATION OF REPORT

ORDINANCE 1892 (Series of 1939) passed by the Board of Supervisors and approved December 15, 1942.

Section 1 of Ordinance 1892 reads:

"does hereby confer upon the Chief Administrative Officer of the City and County of San Francisco the power and authority to examine all and singular the provisions, covenants and obligations contained in the several franchises and permits heretofore and which may be issued or granted to any person, firm or corporation for the conduct of any business or calling which the Board of Supervisors has jurisdiction or control, or for the use and/or occupation of any public street, way or place insofar as said provisions, covenants and obligations contained in said franchises and permits pertain to or affect public streets, traffic, health and safety, and commencing July 1, 1941, it shall be the duty of the Chief Administrative Officer to file a quarterly report with the Board of Supervisors showing in detail the manner in which the holders of said franchises or permits are complying or failing to comply with the provisions, covenants and obligations contained in or imposed by said franchises or permits."

10-28/00 J. H. (170/170) 11 10/10/00

## HISTORY OF FRANCHISES AND PERMITS

The steam railroads operating in San Francisco do so by virtue of franchises issued for their main lines and by permits issued for the construction of spur tracks.

Prior to the Charter of 1900, which became effective January 8, 1900, all franchises were granted according to the general powers contained in the so called "Consolidation Act" and in the manner provided by the general laws of the State of California.

The original franchises granted to the Southern Pacific Company and its predecessors in name, and to the Atchison, Topeka and Santa Fe Railway Company now commonly called the Santa Fe and its predecessor in name, were granted prior to the Charter of 1900.

The franchise to the Ocean Shore Railway Company, now defunct and partly taken over by the Western Pacific Railroad Company, was granted under the terms of the Charter of 1900.

The franchise to the Western Pacific Railroad Company was also granted under the terms of the Charter of 1900.

Spur tracks are granted by permits issued under the laws in effect at the time issued.

## SOURCE OF INFORMATION

The only list of railroad franchises and spur track permits existing is covered in a few pages of "Book of Franchises granted by the Board of Supervisors of the City and County of San Francisco including Street and Steam Railroad, Telephone, Telegraph and Miscellaneous Permits" published by the Board of Supervisors and dated 1910. This list covered the franchises to the predecessors of the Southern Pacific and Santa Fe Railroads but not those of the Ocean Shore and Western Pacific. The list of permits of spur tracks was very small and no list of those granted since the publication of the Franchise Book was available.

## METHOD OF SURVEY

It was decided that the only way of obtaining the necessary information would be to examine and tabulate all the records of permits which could be found, although a great deal of work and time would be required. Accordingly, examination and tabulation was started of all available records; that is, all permits granted since 1908 as found in the "Journal of Proceedings

The above methods operating in the field have been by means of franchises issued to their main agents by the

for to the Director of 1900, which is the only one of the kind. All franchises were issued to the agents in the manner provided by the general law, in the

The original franchises granted to the agents were issued to the agents in the manner provided by the general law, in the

The franchises to the agents of the Southern Railway Company were issued to the agents in the manner provided by the general law, in the

The franchises to the Western Railway Company were issued to the agents in the manner provided by the general law, in the

Spun cracks were granted by separate franchises issued to the agents in the manner provided by the general law, in the

## OF THE FRANCHISES

The only list of franchises known to the public is the one published by the Board of Supervisors of the City of New York, in the year 1900. This list includes the franchises issued to the agents of the Southern Railway Company, the Western Railway Company, and the Spun Cracks Company. The list also includes the franchises issued to the agents of the Southern Railway Company, the Western Railway Company, and the Spun Cracks Company. The list also includes the franchises issued to the agents of the Southern Railway Company, the Western Railway Company, and the Spun Cracks Company.

## METHOD OF GRANTING

It was decided that the only way of obtaining the information would be to examine the records of the Board of Supervisors of the City of New York. The records of the Board of Supervisors of the City of New York are the only records of the franchises issued to the agents of the Southern Railway Company, the Western Railway Company, and the Spun Cracks Company. The records of the Board of Supervisors of the City of New York are the only records of the franchises issued to the agents of the Southern Railway Company, the Western Railway Company, and the Spun Cracks Company.



of the Board of Supervisors of the City and County of San Francisco and those since 1906 as found in Minutes of the Department of Public Works of the City and County of San Francisco.

Field men covered the districts where railroad tracks existed and made plats of the existing tracks while the office crew was investigating the records.

The field examination and permits were then correlated and the records sent to the railroad companies for checking. The lists sent to the companies gave the location of spur, date of resolution or ordinance, and grantee. In many cases where the spur had been granted to a firm, the grantee may have moved or gone out of business and a new firm utilizes the spur. In many cases, although the spur permit is granted to a firm, the railroad company concerned attends to all details and work in connection with the maintenance.

Due to the method of checking the lists with the railroad company, discrepancies will be straightened out and the final compilation will show the exact status of each spur as to obligations and whom to contact with reference to maintenance.

Section maps on standard size sheets are being drawn showing all existing track facilities in the City and will contain all pertinent data relating to the trackage. Eventually a composite map of the portion of the City where tracks exist will be made.

#### SCOPE OF REPORT

(1) Laws of the State of California and City of San Francisco pertaining to steam railroad franchises and permits.

(2) Ordinances of the City granting franchise to the railroad companies.

(3) Lists of special obligations of the several companies.

(4) Table showing existing spurs by streets alphabetically arranged, name of grantee, ordinance, order, or resolution and date governing, obligations by symbols, by whom the track is maintained and the area of pavement and/or sidewalk to be reconstructed to fulfill the obligation of the grantee with respect to pavements and sidewalks.

The other obligations incurred by the grantee have been listed in the Table mentioned in 4, but no field examination has been made as to the fulfillment of the other obligations such as hours of switching, placing of cars, erecting street lights, flagmen on duty, etc.

(5) Table showing permits granted for spurs which do not exist at the present time. All the data which have been found





from examining the records,are incorporated in the table.

#### RECOMMENDATIONS

A further check should be made of the spurs for which permits have been granted and do not now exist. The grantee should be contacted and if there is no intention of constructing the spur, the permits should be revoked.

#### AMOUNT OF WORK NECESSARY

The present report shows that there is 235,771 sq. ft. of pavement and 5,031 sq. ft. of sidewalk to be repaired in accordance with the obligations upon the railroad companies and holders of spur track permits.

In repaving the areas, it will be probably also be necessary to raise the tracks to conform to the street conditions.



LAWS APPERTAINING TO RAILROADS  
AND SPUR TRACKS

Prior to the Charter of 1900, in effect January 8, 1900, all franchises granted were according to the general powers contained in the so-called "Consolidation Act" and in the manner provided by the general laws of the State of California. The most important of these laws are contained in Titles III and IV, Part IV of the Civil Code. The following sections were in effect during the period in which most of the franchises were granted. The following excerpts are from the "Book of Franchises" published in 1910 and from the Civil Code of California, edition of 1941, by Deering.

Section 465 - CONSTRUCTION OF ROADS, OVER AND ALONG WATERCOURSES.

(5) To construct their roads, across, along, or upon any stream of water, water course, roadstead, bay, navigable stream, street, avenue or highway, or across any railway, canal, ditch or flume which the route of its road intersects, crosses or runs along, in such manner as to afford security for life and property, but the corporation shall restore the stream or watercourse, road, street, avenue, highway, canal, ditch or flume thus intersected to its former state of usefulness as near as may be, so that the railroad shall not unnecessarily impair its usefulness or injure its franchise.

(6) CROSSING OTHER RAILROAD LINES

To cross, intersect, join or unite its railroad with any other railroad, either before or after construction at any point upon its route, and upon the grounds of such other railroad corporation with the necessary turnouts, sidings, and switches and other conveniences in furtherance of the objects of its connections; and every corporation whose railroads is, or shall be hereafter intersected by any new railroad, shall unite with the owners of such new railroad in forming such intersections and connections, and grant facilities therefor; and if the two corporations cannot agree upon the amount of compensation to be made therefor, or the points or the manner of such crossing, intersections and connections, the same shall be ascertained and determined as provided in title seven, part three, Code of Civil Procedure (Secs. 1237 - 1263). Enacted in 1872 Am. Stats 1901 - p.367 (unconstitutional) Stats 1903 - p. 245, Stats 1907 - p.90.

Section 465a - MOTIVE POWER PERMITTED - LEGISLATIVE AUTHORIZATION

Every person or corporation now or hereafter authorized to operate a railroad by steam motive power, is also authorized to use electricity or compressed air, or both, either with or without such steam for the purpose of propelling cars or trains on such railroad or upon any portion thereof. In incorporated cities, towns, or cities and counties having more than five thousand inhabitants, authority must be obtained from the legislative authority thereof (added by Stats 1905 - p.574; addition by Stats of 1901 P.368 held unconstitutional).



## Section 469 - CROSSINGS AND INTERSECTIONS - CONDEMNATION

Whenever the tracks of one railroad intersects or crosses the tracks of another railroad, whether the same be a street railroad, wholly within the limits of a city or town, or other railroad, the rails of either or each road must be so cut and adjusted as to permit the passage on each road with as little obstruction as possible; and in case the persons or corporations owning the railroads cannot agree as to the compensation to be made for cutting and adjusting the rails, the condemnation of the right of way over the one for the use of the other road may be had in proceedings under title seven, part three, code of Civil Procedure and the damages assessed and the right of way granted as in other cases.  
(Enacted in 1872).

## Section 470 - USE OF CITY STREETS, ALLEYS, ETC. - VOTE REQUIRED

No railroad corporation must use any street, alley or highway, or any of the land or water within any incorporated city or town, unless the right to so use the same is granted by a two-thirds vote of the town or city authority from which the right must emanate.  
(Enacted 1872)

No railroad corporation may use any street, alley or highway or any of the land, whether covered by water or otherwise, owned by the municipality within any incorporated city or town, unless the right to use the same is granted by a two-thirds vote of the town or city authority from which the right must emanate. (Am Stats 1941 - Chap. 1219 - Sec. 1.

Section 471 - REPEALED April 1, 1878 - AMENDMENTS 1877-78,84.

## Section 473 - CORPORATIONS MAY CONSOLIDATE - PROCEEDINGS NECESSARY THERE TO.

(Enacted 1872 - Am. Stats - 1901 - p. 327; repealed  
by Stats 1929 - P.1287.

## Section 473a - RIGHT TO LEASE OR USE ANOTHER ROAD IN COMMON

Railroad corporations doing business in this state and organized under any law of this state or the United States or of any state or territory thereof have power to enter into contracts with one another, whereby the one may lease of the other, the whole or any part of its railroad, or may acquire of the other the right to use in common with it, the whole or any part of its railroad.  
(Added by Stats 1905 - p. 575).

## Section 492 - USE OF STREETS NOT TO EXCEED 50 YEARS

The legislative or other body to whom is intrusted the government of the county, city and county, city, or town, under such regulations, restrictions, and limitations, and upon such terms and payment of license tax as the county, city and county, city or town



authority may provide, may grant franchises for the construction of elevated or underground railroad tracks over, across, or under the streets and public highways of any such county, city and county, city, or town, for the term not exceeding fifty years; provided, that before granting such franchise there shall be presented to such legislative or other body a petition signed by the owners of a majority of the landed property, other than public property, on the line of said elevated portion applied for. (Additional Section, Statutes 1895, 242.)

#### Section 493 - APPLICATION OF ACT

This Act shall apply to all railroad companies heretofore and hereafter incorporated. (Additional Section. Statutes 1895, 242.)







## CHARTER OF 1900

The Charter of the City and County of San Francisco, adopted and effective January 8, 1900, provides:

### POWERS OF SUPERVISORS - ART.II - Chapter II - pp.10 (Issue of 1929)

Section 1 - Subject to the provisions, limitations and restrictions in this Charter contained, the Board of Supervisors shall have power:

Section 2 - USE OF STREETS - Except as otherwise provided in this Charter or in the Constitution of the State of California, to regulate and control for any and every purpose, the use of the streets, highways, public thoroughfares, public places, alleys and sidewalks of the City and County.

Section 3 - PERMITS FOR SPUR TRACKS ON STREETS. - To permit the laying down of spur or side tracks and running of cars thereon for industrial purposes only, for the purpose of connecting warehouses, manufactories or other business industries and enterprises with the Belt Line of railroads along the water front or other lines of railroad which now or may hereafter enter the City and County, subject to such regulations and conditions as may be prescribed from time to time by said Board of Supervisors; such tracks to be used for transportation of freight only, and not to be used as a main line or a part thereof; and also for the purpose of excavating and filling in a street or portion of a street or the adjoining land, and for such limited time as may be necessary for such purpose and no longer.

Such tracks must be laid level with the street and must be operated under such restrictions as not to interfere with the use of such streets by the public. All permits granted under the provisions hereof shall be revocable at the pleasure of the Board of Supervisors. All spur or side tracks laid down and in use on the first day of July, 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section. As amended November 5, 1907; approved by the Legislature November 23, 1907 (Statutes Special Session, 1907, page 55).

### Section 28 - ENTRY TO THE CITY OF STEAM RAILROADS (pp. 15)

To allow any transcontinental or other railroad company having not less than fifty miles of road actually constructed and in operation to enter the City and County with its road and run its cars to the water front at the most suitable point for public convenience. No exclusive right shall be granted to any railroad company; and the use of all such rights shall at all times be subject to regulation by the Supervisors.

The Charter of the City and County of San Francisco, as amended, is hereby repealed, and the following is hereby adopted in its stead:

ARTICLE I - OF THE CITY AND COUNTY

Section 1. Subject to the provisions, limitations and restrictions hereinafter contained, the Board of Supervisors shall have the honor and duty to

Section 2. The Board of Supervisors shall have the honor and duty to see that the City and County are governed in accordance with the Constitution and the laws of the State and the United States, and that the City and County are governed in accordance with the principles of justice and equity, and that the City and County are governed in accordance with the principles of good government.

Section 3. The Board of Supervisors shall have the honor and duty to see that the City and County are governed in accordance with the principles of good government, and that the City and County are governed in accordance with the principles of justice and equity, and that the City and County are governed in accordance with the principles of the Constitution and the laws of the State and the United States.

Section 4. The Board of Supervisors shall have the honor and duty to see that the City and County are governed in accordance with the principles of good government, and that the City and County are governed in accordance with the principles of justice and equity, and that the City and County are governed in accordance with the principles of the Constitution and the laws of the State and the United States.

ARTICLE II - OF THE BOARD OF SUPERVISORS

Section 1. The Board of Supervisors shall consist of seven members, who shall be elected by the people of the City and County at the City and County election held on the first Tuesday after the first Monday of November in each year.

Every ordinance granting such right shall be upon the conditions that said company shall pave and keep in repair the street from curb to curb in such a manner and with such material as may from time to time be prescribed by the Supervisors, and that such company shall allow any other railroad company to use in common with it the same track or tracks, each paying an equal portion for the construction and repair of the tracks and appurtenances used by such railways jointly.

POWERS OF MAYOR - Article IV - Chapter II - pp.57.

Section 3-ACTION TO ANNUL FORFEITED FRANCHISES

The Mayor must institute such actions or proceedings as may be necessary to revoke, cancel or annul all franchises that may have been granted by the City and County to any person, company or corporation which may have been forfeited in whole or in part or which for any reason are illegal and void and not binding upon the City. The City Attorney, on demand of the Mayor, must institute and prosecute the necessary actions to enforce the provisions of this section.

The Mayor shall have power to postpone final action on any franchise that may be passed by the Supervisors until such proposed franchise shall be ratified or rejected by a majority of the votes cast on the question at the next election.

MISCELLANEOUS - Article XVI - pp.283.

Section 26 - FRANCHISES NOT IN USE FORFEITED

All franchises and privileges heretofore granted by the City and County which are not in actual use or enjoyment, or which the grantees thereof have not in good faith commenced to exercise, are hereby declared forfeited and of no validity, unless said grantees or their assigns shall, within six months after this Charter takes effect, in good faith commence the exercise and enjoyment of such privilege or franchise.

BOARD OF PUBLIC WORKS - Article VI - Chapter I, pp.85

Section 9 - The Board of Public Works shall have charge, superintendence and control under such ordinances as may from time to time be adopted by the Supervisors.

1.- STREETS, PIPES, WIRES SEWERS, ETC. Of all public ways, streets, avenues, lanes, alleys, places, courts, roads, highways and boulevards now opened or which may hereafter be opened in the City and County; of the manner of their use; and of all work done upon, over or under the same; and herein particularly the Board shall have exclusive authority to prescribe rules and grant permits, in conformity with the ordinances of the Supervisors, for the moving of buildings through the streets thereof, and the building or

...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...

MAYOR - Article IV - Chapter II - 1911

SECTION 3 - ACTION TO ANNUL FORFEITED FRANCHISE

The City Attorney, in order to ensure the proper functioning of the system, shall have the authority to...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...

ARTICLE XVI - 1911

The Board of Public Works shall have the authority to...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...

ARTICLE VI - Chapter I - 1911

The Board of Public Works shall have the authority to...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...  
...the necessary action to be taken in order to ensure the proper functioning of the system...

placing of cellars or vaults under the streets or sidewalks, and of temporary fences enclosing areas upon the sidewalks; the laying down and construction of railroad tracks in the streets; the erection of telegraph and telephone poles, and poles for electric lighting, and the laying under the surface of the streets or sidewalks of telegraph or telephone wires, and wires for electric lighting and power; the construction of drains and sewers; the laying down and taking up of gas, steam and water pipes, pneumatic or other tubes or pipes, and sewers and drains, and determining the location thereof; the using of the street or any portion thereof for the deposit of building material in front of a building during its construction or repair, or for any purpose other than such as ordinarily and properly belongs to the public from the dedication thereof to public use; and without such permission in writing from said Board no person shall do any of the acts in this section enumerated; but nothing in this section shall be so constructed as to give said Board the power to grant permits for or allow the permanent encroachment upon any sidewalk of any structure.

Article VI - Chapter II - pp. 112.

Section 24 - PROCEDURE FOR PAVING RAILROAD TRACKS

The Board of Public Works may at any time, without any application therefor, recommend to the Supervisors to order the paving or macadamizing of the portion of any street required by law to be paved or macadamized by the person, company or corporation having railroad track thereon. Upon such recommendation the Supervisors shall by ordinance order said work to be done and direct said Board to notify said person, company, or corporation of the fact of the passage of such ordinance.

The Secretary of said Board shall thereupon forthwith in writing notify said person, company or corporation of the passage of said ordinance; and if said person, company or corporation shall not within ten days after receiving said notice commence in good faith to do said work and prosecute the same diligently to completion, the Board shall invite sealed proposals for doing said work in the manner provided in this Article; and all the provisions of this Article in regard to such proposals, to the awarding of contracts, and to the doing of public work, shall apply to all similar proceedings taken under this section. On the completion of the work to the satisfaction of the Board the contractor shall be entitled to recover from such person, company or corporation the contract price for the expense of said work, together with incidental expenses, in an action instituted in a Court of competent jurisdiction. On the trial of such action, the certificate of the Board of the completion of said work to its satisfaction shall be prima facie evidence of the regularity of all the proceedings prior thereto and of plaintiff's right to recover in said action.





Section 7 - COMPLETION OF CONTRACT - ASSESSMENT TO PAY SAME pp. 99

When the expense of such work falls in part upon any person, company or corporation having railroad tracks upon the street where such work has been done, said assessment shall include an assessment against said person, company or corporation, for its legal proportion of said expense and the same shall constitute a lien upon the roadbed, rolling stock, franchises and other property of such person, company or corporation, for a period of two years from the date of recording the warrant, assessment and diagram herein-after provided for.

Section 8 - DIVISION OF EXPENSE, SEWERS, GRADING, PAVING, ASSESSED TO ADJACENT BLOCKS OR DISTRICT. RAILROADS MUST BEAR PROPORTION.

Third. The expense of all work on such portion of any street required by law to be kept in order by any persons, company, or corporation having railroad tracks thereon, shall be borne and paid for by such person, company or corporation, and shall be included in the assessment hereinbefore provided for.

ARTICLE VI - Chapter I, pp. 87.

Section 9 - PROCEEDINGS RELATIVE TO EXCAVATION OF STREETS.

When at any time any person, company or corporation desires to have opened or torn up the roadway of any street, lane, alley, place or court in the City and County for any purpose, a written application shall be made to the Board of Public Works for permission to do so. The Board shall make estimate of cost of opening or tearing up such street... and of restoring same to as good a condition as it was before. Such person, company or corporation must deposit the amount of such estimation with the Board of Public Works.

The Board shall thereupon proceed to open or tear up said street... and shall at proper time restore such street... . Contracts for doing such work may be let by the Board in manner provided by the Charter or work may, at option of Board, be done by day's labor.

(If cost more than estimate, person or firm is indebted for difference and claim is a lien upon property of person or corporation and may be enforced by suit by City in accordance with Code of Civil Procedure of California. If cost less than estimate then person or firm presents claim and is paid as other claims.





Article I - Chapter I - pp. 2.

Section 5 - LIABILITY FOR DAMAGES BY REASON OF DEFECTIVE SIDE-  
WALKS, ETC.

When any portion of the roadway of a public street in the City and County, which has been accepted by the Supervisors as provided by law, shall be in such a defective condition as to endanger persons or property in the use thereof;.... it shall be the duty of the Board of Public Works to cause any such defect in such roadway ... to be remedied or repaired. And, if through the official negligence of said Board such defect remains unremedied or unprotected, and in consequence thereof damage or loss to person or property is sustained or suffered, the said Board shall be liable to the party injured for the damage sustained; provided that a notice in writing directing attention to the existence of such defect, and specifying the particular street and block thereof whereon or wherein such defect exists, shall have been served upon the said Board at least five days before such damage shall have been sustained and provided further that there are at such time funds available to said Board for repairing or remedying such defects.

(Amended Nov. 15, 1910 approved by Legislature Feb. 17, 1911  
Stats 1911 pp. 1661)

LEGISLATIVE DEPARTMENT - Article II - Chapter I pp. 6.

Section 8 - pp. 6. - ORDINANCES ENACTMENT AND PASSAGE

Every legislative act of the City and County shall be by ordinance. The enacting clause of every ordinance shall be in these words: "Be it ordained by the People of the City and County of San Francisco as follows." No ordinance shall be passed except by bill and no bill shall be so amended as to change its original purpose.

Section 9 - BILLS AND RESOLUTIONS : FINAL ADOPTION

No bill shall become an ordinance, nor resolution be adopted, unless finally passed by a majority of all the members of the Board, and the vote to be taken by ayes and noes and the names of the members voting for and against the same be entered in the Journal.

Section 10 - REVISION AND ADOPTION

No ordinance shall be revised, reenacted or amended by reference to its title; but the ordinance to be revised or reenacted, or the section thereof amended shall be reenacted at length as revised and amended.

Section 11 - SUBJECT AND TITLE

An ordinance shall embrace but one subject, which subject



shall be expressed in its title. If any subject be embraced in an ordinance and not expressed in its title, such ordinance shall be void only as to so much thereof as is not expressed in its title.

Section 12 - pp. 7

RECONSIDERATION

When a bill is put upon its final passage in the Board and fails to pass, and a motion is made to reconsider, the vote upon such motion shall not be acted upon before the expiration of 24 hours after adjournment.

Section 12 - pp. 7

FRANCHISES

No bill for the grant of any franchise shall be put upon its final passage within 90 days of its introduction, and no franchise shall be renewed before one year prior to expiration. Every ordinance shall, after amendment, be laid over for one week before its final passage.

Section 13 -

ADVERTISEMENT OF BILLS AND RESOLUTIONS

Every bill or resolution providing for any specific improvement, or the granting of any franchise or privilege ... , shall, after its introduction, be published in the official newspaper with the eyes and noses, for at least five successive days (Sundays and legal holidays excepted) before the final action upon the same. If said bill be amended, the bill as amended shall be advertised for a like period before final action thereon.

Section 15

WHEN ORDINANCE TAKES EFFECT

No ordinance shall take effect until 10 days after its passage unless otherwise provided in such ordinance.

Section 16 - pp. 8.

APPROVAL OR DISAPPROVAL OF MAYOR

Every bill or resolution as hereinbefore provided, which shall have passed the Board and shall have been duly authenticated shall be presented to the Mayor for his approval. The Mayor shall return such bill or resolution to the Board within 10 days of receiving it. If he approves, he shall sign it and it shall then become an ordinance. If he disapproves it he shall specify his objections thereto in writing. If he does not return it with such disapproval within the time above specified, it shall take effect as if he had approved it. The objections of the Mayor shall be entered at large in the Journal of the Board and the Board shall, after 5 days and within 30 days after bill or resolution has been returned, reconsider and vote upon same. If after reconsideration, it shall again be passed by affirmative vote of not less than 14 members of the Board, presiding officer shall certify that fact on the bill or resolution and when so certified bill becomes an ordinance with like affect as if approved by Mayor.



If bill or resolution fails to receive 14 votes, it shall be deemed finally lost.

Section 18 - pp. 9

REPEAL OF ORDINANCES

No ordinance shall be repealed except by ordinance adopted in the manner herein set out and such ordinance shall be presented to the Mayor for his approval as hereinbefore provided.



OBLIGATION "A"

ORDINANCE NO. 69 (New Series) - Providing for and Regulating the Construction, Maintenance and Use of Spur Tracks on and Over Public Streets Within the City and County of San Francisco, and Fixing Penalties for the Violation Thereof.- Approved October 12, 1906.

Be it Ordained by the People of the City and County of San Francisco as follows:

Section 1. No person, firm or corporation shall hereafter construct, maintain or use any spur or part of any spur track on any public street within the City and County of San Francisco, except in strict accordance with the terms and conditions hereinafter specified.

Section 2. It shall be unlawful to use, construct or maintain any spur track on any public street unless a permit for the same shall have been granted by the Board of Supervisors, and any person or persons individually or acting for or representing any firm or corporation who shall construct or maintain such spur track without the authority of such permit shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by imprisonment in the County Jail for not more than six (6) months or by a fine of not more than five hundred (500) dollars, or by both such fine and imprisonment.

All permits for the construction, use and maintenance of a spur track shall be temporary and revocable at the pleasure of the Board of Supervisors.

Section 3. The rail used in the construction of all spur tracks constructed subsequent to the passage of this Ordinance shall be grooved rail of a standard pattern on all paved streets, except on curves and switches, where a suitable rail with a guard may be used. If any spur track now in existence in said City and County shall be constructed on any paved street, in whole or in part, the standard grooved rails, as above designated, shall be used in such case.

Section 4. All spur tracks hereafter constructed shall be laid to conform to the actual surface grade of the roadway, so as to cause the least obstruction to teams. In case said roadway is above or below the official grade, and should be subsequently paved or repaved on the official grade, all such tracks and their adjacent pavements shall be changed to conform to the official grade by the parties or party laying or using the same, and without expense to the City.

Section 5. Every holder of a permit from the Board of Supervisors to operate, maintain or use any spur tracks over and along any street or sidewalk in this City and County, is hereby required whenever notified by the Board of Public Works, by written notices, to pave the entire length of the street used by their tracks, between the rails and for two (2)







feet on each side thereof, and between the tracks if there be more than one. The pavement used shall be basalt blocks on a concrete foundation, with joints grouted with asphaltic cement in accordance with the standard City specifications, unless otherwise directed by the Board of Public Works.

Section 6. Every person, firm or corporation operating, maintaining or using any spur tracks, shall maintain them and their adjacent pavements between the rail and for two (2) feet each side thereof, as hereinafter provided, in good repair, flush with the surface of the pavement of existing roadway, so that said tracks will be no obstruction to vehicles, and to the satisfaction of the Board of Public Works. In case said spur tracks or their adjacent pavements become out of repair, the person, firm or corporation, or persons, firms or corporations operating, maintaining or using said tracks, shall repair the same to the satisfaction of the Board of Public Works, within thirty (30) days after service of notice to do so by the Board of Public Works. All permits for laying spur tracks shall contain the condition specified in this section.

Section 7. No permit shall hereafter be granted for spur tracks on any public street in the City and County of San Francisco except upon condition that all persons, firms or corporations owning or using property fronting thereon, or owning or using other tracks connecting therewith, shall have the right to use said tracks upon paying a proportionate share of the cost of the construction, maintenance and repair of said tracks and their adjacent pavements, unless upon other terms mutually agreed upon with the original owner, it being understood that cars loaded with perishable products shall have the right of way if necessary.

No permit for a spur track on any public street or property shall be granted in such manner as to permit the owner or holder thereof to acquire any exclusive rights to any portion of said spur track on such public street or property except that portion immediately serving his own property or its tenants.

The provisions of this Ordinance shall be applicable to all spur tracks constructed, maintained or operated entirely upon the public streets, and shall apply also to spur tracks in part constructed, maintained or operated upon private lands or property, except as to the portion thereof so constructed, maintained or operated on such private lands or property.

The owner of all spur tracks hereafter constructed shall, within thirty (30) days after said tracks are completed, file with the Board of Public Works a sworn statement showing the cost of said tracks and their adjacent pavement.

Section 8. The railway operating any spur track on any public street or property hereafter constructed in the City and County shall, upon demand of the person, firm or corporation



for the use or benefit of which such spur track is operated, place upon such spur track the freight cars of any railway which has, in this City and County, track connection with the operating railway; such cars so placed to be used for the receipt and delivery of freight in carloads only. And the operating railway shall receive and deliver the cars of the connecting railway over, at and upon such connecting track in the performance of such switching service for such persons, firms and corporations; and such railway shall perform such service without undue delay or discrimination. The operating railway shall perform such service for the same charge or rate that it charges for corresponding service for its own cars upon the spur track for like purpose. The provisions of this section shall apply only to such portions of such spur tracks as are not constructed, maintained or operated upon or across private land, and no permit for a spur track shall hereafter be granted by the Board of Supervisors which does not specifically contain the provisions and conditions of this section.

Section 9. No runway or platform shall be extended from any car on a spur track to or across any sidewalk, except during the time such runway or platform is actually being used for the loading or unloading of freight from said car.

Section 10. All cars standing on spur tracks on any public street shall be loaded or unloaded within thirty-six (36) hours after being delivered on said tracks. Sundays and holidays excepted, except in case of unavoidable delay. The failure of any person, firm or corporation to load or unload said car within said time shall subject such person, firm or corporation to a fine of ten (10) dollars, which fine shall be paid into the City Treasury, and the permit of such person, firm or corporation to use such tracks shall be suspended until said fine is paid.

Section 11. No car shall be allowed to stand on any spur track for any time whatever so as to obstruct any crosswalk or driveway.

Section 12. All cars while standing on spur tracks constructed on a grade shall have their wheels blocked in such manner that such cars cannot be moved from their position.

Section 13. Any failure upon the part of a holder of a spur track permit to comply with any of the provisions of this Ordinance, after service of a notice to do so from the Board of Public Works, shall forfeit forthwith said permit.

Section 14. This Ordinance shall take effect and be in force thirty (30) days from and after its passage.

Note: The subject matter of Ordinance No. 719- Approved May 15, 1903 is incorporated in this ordinance.



RESOLUTION NO. 11527 (NEW SERIES) - HEAVY INDUSTRIAL DISTRICT

WHEREAS, Spur track privileges are essential to the industrial and commercial growth of the City of San Francisco; and

WHEREAS, It should be generally known and understood that there are large areas within this city which are suitable for the construction of warehouses and factories and the construction of spur tracks to serve them, and also that within these areas spur track privileges will be granted; be it

RESOLVED, That the districts of this city hereinafter described shall be known and designated as Industrial Districts, and that within said districts the right to construct spur tracks will be granted upon proper application made therefor, such tracks to be constructed, maintained and operated strictly in accordance with the ordinances regulating spur tracks in the City and County of San Francisco now in force or hereafter amended; and whenever it shall appear that such spur tracks will be of benefit and advantage to the applicant and can be conveniently constructed:

RESOLVED, That nothing in this resolution shall be construed as abridging or limiting the rights of the Board of Supervisors or limiting the rights of the Board of Supervisors to regulate the construction, maintenance or operation of spur tracks within said Industrial Districts; and be it further

RESOLVED, That it is hereby declared to be the policy of the Board of Supervisors in granting spur track permits in the future to require such tracks to enter the property of the applicant wherever it is practical and reasonable to so construct the same.

DISTRICT NO. 1.

Beginning at the intersection of the easterly line of Lyon street and the Bay of San Francisco, thence south along the easterly line of Lyon Street to the northerly line of Chestnut street; thence east along the northerly line of Chestnut Street to the westerly line of Webster street; thence northerly along the westerly line of Webster street to the northerly line of Bay street; thence easterly along the northerly line of Bay street to the westerly line of Laguna street; thence northerly along the westerly line of Laguna street to the Bay of San Francisco; thence westerly along the Water-front line to the point of beginning; excepting all those portions of Baker, Scott, Fillmore and Bay streets within the above described area.

DISTRICT NO. 2.

Beginning at the intersection of the southerly line of the Embarcadero and the easterly line of Van Ness avenue, thence southerly along the easterly line of Van Ness Avenue to the northerly line of North Point street, thence easterly along the northerly line





of North Point Street to the easterly line of Columbus avenue; thence southeasterly along the easterly line of Columbus avenue to the southerly line of Chestnut street; thence easterly along the southerly line of Chestnut street to the westerly line of Stockton street; thence northerly along the west line of Stockton street to the northerly line of Francisco street; thence easterly along the northerly line of Francisco street to the easterly line of Grant avenue; thence southerly along the easterly line of Grant avenue to the southerly line of Chestnut street; thence easterly along the southerly line of Chestnut street to the westerly line of Winthrop street; thence southerly along the westerly line of Winthrop street to the southerly line of Lombard street; thence easterly along the southerly line of Lombard street to the east line of Montgomery street; thence southerly along the east line of Montgomery to the southerly line of Greenwich street; thence east along the southerly line of Greenwich to the westerly line of Sansome street; thence south along the westerly line of Sansome to the southerly line of Filbert street; thence easterly along the southerly line of Filbert street to the easterly line of Sansome; thence southerly along the easterly line of Sansome to the north line of Jackson street; thence easterly along the north line of Jackson to the easterly side of Battery street; thence southerly along the easterly line of Battery street to the northerly line of Washington street; thence easterly along the northerly line of Washington street to the west line of the Embarcadero; thence northerly and westerly along the westerly line of the Embarcadero to the point of beginning; excepting all those portions of Bay, Broadway, Pacific, Jackson, Taylor, Powell, Stockton, Sansome Streets within the above described area, and Battery street from Jackson street to Greenwich street.

### DISTRICT NO. 3.

Beginning at the southerly line of Howard Street and the westerly line of the Embarcadero; thence southwesterly along the southerly line of Howard street to the westerly line of Second street; thence southeasterly along the westerly line of Second street to the southerly line of Brannan street; thence southwesterly along the southerly line of Brannan street to the easterly line of Seventh street; thence northwesterly along the easterly line of Seventh street to the southerly line of Bryant street; thence southwesterly along the southerly line of Bryant street to the westerly line of Eleventh street; thence northerly along the westerly line of Eleventh street to the southerly line of Harrison street; thence southwesterly along the southerly line of Harrison street to the southerly line of Fourteenth street; thence west to the easterly line of Folsom street; thence southerly along the easterly line of Folsom to the northerly line of Nineteenth street; thence, easterly along the northerly line of Nineteenth street to the easterly line of Treat avenue; thence southerly along the easterly line of Treat avenue to the northerly line of Twentieth street; thence easterly along the northerly line of Twentieth street to a point 100 feet west of the westerly line of Harrison street; thence southerly and parallel to the westerly line of Harrison street and 100 feet distant therefrom





to the northerly line of Twenty-third street; thence easterly along the northerly line of Twenty-third street to a point 100 feet east of the easterly line of Harrison street; thence northerly and parallel to the easterly line of Harrison and distant 100 feet therefrom to the northerly line of Twentieth street; thence easterly along the northerly line of Twentieth street to the westerly line of Utah street; thence northerly along the westerly line of Utah street to the southerly line of Eighteenth street; thence westerly along the southerly line of Eighteenth street to the southeast corner of Eighteenth street and Potrero avenue; thence northwesterly to the northwest corner of Eighteenth street and Potrero avenue; thence northerly along the westerly line of Potrero avenue to the north line of Sixteenth street; thence easterly along the northerly line of Sixteenth street to the westerly line of San Bruno avenue; thence southerly along the westerly line of San Bruno avenue to the southerly line of Seventeenth street; thence easterly along the southerly line of Seventeenth street to the easterly line of Kansas street; thence southerly along the easterly line of Kansas street to the northerly line of Mariposa street; thence easterly along the northerly line of Mariposa street to the easterly line of Rhode Island street; thence southerly along the easterly line of Rhode Island street to the northerly line of Eighteenth street; thence easterly along the northerly line of Eighteenth street to the easterly line of De Haro street, thence southerly along the easterly line of De Haro street to the southerly line of Eighteenth street; thence easterly along the southerly line of Eighteenth street to the westerly line of Connecticut street; thence northerly along the westerly line of Connecticut street to the northerly line of Mariposa street; thence easterly along the northerly line of Mariposa street to a point midway between Texas and Mississippi streets; thence southerly along the line parallel midway between Texas and Mississippi streets to a point on the southerly line of Mariposa street; thence easterly along the southerly line of Mariposa street to the center line of Mississippi street; thence southerly along the center line of Mississippi street to the northerly line of Eighteenth street; thence easterly along the northerly line of Eighteenth street to the westerly line of Iowa street; thence southerly along the westerly line of Iowa street to a point 200 feet north of the northerly line of Twenty-second street; thence westerly and parallel to the northerly line of Twenty-second street to a point on the easterly line of the Western Pacific Company's right of way; thence southeasterly along the Western Pacific Company's right of way to the easterly line of Mississippi street; thence southerly along the easterly line of Mississippi street to the southerly line of Army street; thence westerly along the southerly line of Army street to the easterly line of Kansas street; thence northerly along the easterly line of Kansas street to the southerly line of Twenty-fifth street; thence westerly along the southerly line of Twenty-fifth street to the westerly line of Potrero avenue; thence westerly along the southerly line of Twenty-fifth street to the easterly line of Hampshire street; thence southerly along the easterly line of Hampshire street to the northerly line of Peralta avenue; thence northeasterly along the northerly line of Peralta avenue to the



intersection of Holladay avenue; thence southeasterly to the easterly line of San Bruno avenue; thence southerly along the easterly line of San Bruno avenue to the County Line; thence easterly along the County Line to the Bay of San Francisco; thence northerly along the meanderings of the easterly line of the Embarcadero to the point of beginning; excepting all those portions of Folsom, Third, Fourth, Sixth, Eleventh, Oakdale, Jerrold, Evans, Kentucky, Army and Beale streets and Railroad avenue; also Townsend street between First and Third streets; Berry street between Second and Division; Division street between Seventh and Sixteenth streets; Bryant street between Division and Twentieth streets; Twenty-first street between Treat avenue and Alabama street; Sixteenth street between Folsom street and Potrero avenue and between San Bruno avenue and Kansas street and between Minnesota and Kentucky streets; Kansas street between Townsend and Seventeenth streets; Seventh street between Berry and Sixteenth streets; Mississippi street between Sixteenth and Mariposa streets; Mariposa street between Mississippi and Illinois streets; Seventeenth street between Kansas and Mississippi streets; Eighth street between Townsend and Bryant streets; San Bruno avenue between Twenty-fifth and Eve streets.

Approved, San Francisco, February 26, 1915.



CHARTER OF 1932  
(References are to Edition of 1943)

The Charter of the City and County of San Francisco, adopted and effective January 8, 1932, provides:

Section 2 - pp. 1. All ordinances or resolutions in force at the time this charter takes effect and not inconsistent therewith shall continue in force until amended or repealed.

Opinion of Appellate Court (pp. 170.)

Where provisions of the San Francisco Charter, which took effect Jan. 8, 1932 are not self-executing, but require ordinances to be passed to carry such provisions into effect - then ordinances passed under the old charter will not be considered superseded until such ordinances contemplated by the new Charter take their place.

There being nothing on the face of the new charter to the contrary, its provisions are prospective and not retrospective.

Section 2 - All functions of the City and County, and the powers and duties of officers and employees charged with the performance thereof, as these shall have been apportioned among departments and offices .... as existing at the time this charter shall go into effect, shall continue to be the function of such departments and offices ... except as in or under authority of this charter, otherwise specifically provided. The specification or enumeration in this charter of particular powers shall not be exclusive. The exercise of all rights and powers of the City and County, when not prescribed in this charter shall be provided by ordinance or resolution of the Board of Supervisors.

Section 13 - pp. 8.      - ACTION BY RESOLUTION OR ORDINANCE

Action by Board of Supervisors shall be by ordinance or resolution in writing introduced by a member or by a committee of said Board and passed or adopted by a majority of all the members of the Board at each meeting.

Every legislative act shall be by ordinance.

The enacting clause of all ordinances shall be, "Be it ordained by the people of the City and County of San Francisco." Every ordinance and resolution, except ordinances making appropriations shall be confined to one subject which shall be clearly expressed in the title.... Any ordinance may be amended by an ordinance amending the particular sections thereof.





An ordinance shall be passed by the Board of Supervisors only after reference to and report thereon from committee, unless it be an ordinance prepared and reported out by committee and after two readings and votes at separate meetings of the Board which meetings shall be at least 10 days apart; provided, however, that as to an emergency measure as defined in Section 16, reference to committee or the readings and votes at separate meetings may be waived by a 3/4 vote of all members of the Board.

No ordinance granting a franchise shall be finally passed within 90 days of its introduction.

Except as otherwise provided in this Charter or by ordinance, notice of the title or purport and subject matter of each proposed ordinance which is introduced and referred to committee shall be published within 3 days after its presentation to the Board.... All ordinances shall be published upon passage for second reading. Emergency ordinances shall be published immediately on passage.

Section 14 - pp. 9. APPROVAL BY MAYOR - RECONSIDERATION AND VETO

Each proposed resolution or ordinance voted on by the Supervisors failing of passage, or adopted shall within 24 hours be transmitted to the Mayor by Clerk of Board with appropriate notation of Board thereon. Any resolution acted upon by unanimous consent of those present on date introduced, and any ordinance adopted by the Board as an emergency measure shall be acted upon by the Mayor within 3 days after receipt by him from the Clerk of the Board. All other resolutions and ordinances shall be acted upon by the Mayor within 10 days of such receipt.

The Mayor shall either approve each resolution or ordinance adopted by the Supervisors by signing and returning within the time limit, or he shall disapprove and veto any resolution or ordinance and return to the Clerk with his written objections within the time limit. His failure to make such return constitutes approval and shall take effect without Mayor's signed approval. Clerk of the Board shall note such fact upon the official copy of ordinance or resolution.

Board of Supervisors may reconsider any resolution or ordinance vetoed or disapproved and, if after reconsideration, 2/3 of all members shall vote in favor, it becomes effective. If a larger vote is required by this Charter such larger vote shall be needed. Vote or reconsideration of vetoed or disapproved ordinance or resolution is at convenience of the Board, but if not passed over Mayor's veto within 30 days, it is lost.

Any proposed resolution or ordinance voted on by Supervisors and failing of passage shall be reconsidered by Board on written request of Mayor, with his reasons for same, when filed with Clerk





within 10 days of the Board's action. Board shall reconsider at their convenience but not later than 30 days of filing of Mayor's request.

Section 15 pp. 10      EFFECT OF ORDINANCES AND RESOLUTIONS

Notice that an ordinance or resolution has passed or become final shall be published once within 5 days of final passage. To amend an ordinance which has proceeded to second reading shall require publication of ordinance as amended and proceeding de novo.

Section 16 -      EMERGENCY MEASURES AND EFFECTIVE DATE OF ORDINANCES

No ordinance which is subject to referendum provisions of this Charter shall become effective until 30 days after its passage. Ordinances granting any public utility franchise or privilege shall not become effective until 60 days after their passage. Other ordinances shall not become effective until 10 days after their passage unless enacted by a 3/4 vote of all members of the Board as an emergency measure as defined in this section. No ordinance affecting franchises ... shall ever be passed as an emergency measure and the people by initiative or referendum ordinance may further restrict the matters that may be passed as emergency measures.

Section 17 -      CODIFICATION OF ORDINANCES

Ordinances previously adopted and continuing in force may be codified and rearranged and thereupon shall be published in book form.

Section 24 - pp. 14. - PERMITS AND INSPECTIONS

The Board of Supervisors shall regulate, by ordinance, the issuance and revocation of licenses and permits for the use of, obstruction of or encroachment on public streets and places, exclusive of the granting of franchises governed by other provisions of this charter; ....

Permits and licenses shall be issued by the departments as designated by ordinance, only after formal application for such permit or license. No such permit or license that is dependent on or affected by the zoning, set-back or other ordinances of the City and County administered by the City Planning Commission shall be issued except on the prior approval of the City Planning Commission. If any application for a permit or license is denied by the department authorized to issue same, the applicant may appeal to the Board of permit appeals.

Section 25 - pp. 16. - MAYOR

The Mayor shall have power to postpone final action on any



franchise that may be passed by the Supervisors until such proposed franchise shall have been voted on at the next election.

Section 87 - pp. 68 - LIMITATION ON CLAIMS FOR DAMAGES

All claims for damages against the City and County must be presented to the Controller within 60 days after the occurrence from which it is claimed the damages have arisen. Claims must be verified by oath of the claimant and must contain the name and address of claimant, the date and place of the occurrence or injury for which damages are claimed, the nature and amount of said injuries or damages and the items making up said amount; otherwise no recovery on any such claim or by reason of the said occurrence for which damages are claimed. (Ratified by Legislature Jan. 26, 1935)

Opinions on Section 87 ( See pp. 176)

Compliance with provisions of Section 87 which requires all claims for damages against the City before suit is brought, there shall be filed with the Controller a verified statement setting forth the date and place of injuries, their nature and amount and amount of damages claimed, is a condition precedent to the action and a complaint failing to so allege a demand fails to plead a cause of action. (Cathey Vs. San Francisco 37CA(2d) 575,99P(2d)1109. A claim for damages for personal injuries suffered as a result of a dangerous or defective condition of a public highway must be filed with the Clerk or Secretary of the Board of Supervisors of San Francisco pursuant to the provisions of the Public Liabilities Act of the State of California, Act 5149 Deering's General Laws 1937 Vol. II, irrespective of the provisions of Section 87 of the San Francisco Charter as this is a matter of statewide concern. Wilkie V. San Francisco, 44 Calif. App (2d) 393, 112 P (2d) 759.

Section 108 pp. 79. - REPAIR OF ACCEPTED STREETS

When any roadway of a street or portion thereof for not less than one continuous block has been paved in accordance with the specifications of the Department of Public Works and is in good condition and sewer, gas and water pipes have been laid therein, the same shall be accepted by the Supervisors by ordinance or the written certificate of the City Engineer, and thereafter such portion of the roadway of said street shall be kept in repair and improved by the City and County. It shall be the duty of any property fronting on a public street to keep the sidewalk in front thereof in good repair and condition and the Board of Supervisors is hereby empowered to provide by ordinance for the repair of such sidewalks in all cases where the owner fails and neglects to repair the same.

Nothing herein contained shall relieve any railway company from making repairs to the roadway of any street in conformity with the terms of its franchise or as provided by law (Ratified by the Legislature Jan. 26, 1935)



Section 113. - LIABILITIES FOR DAMAGES BY REASON OF DEFECTIVE  
SIDEWALKS, ETC.

If any portion of any sidewalk or street in the City and County which has been accepted as provided by law shall be in such defective condition as to endanger persons or property and through the official negligence of the Director of Public Works, such defect remains unremedied, unrepaired or unbarricaded, and in consequence thereof damage or loss to person or property is sustained or sufficed, the said Director shall be liable to the party injured for the damage sustained; provided that a notice in writing directing attention to the existence of such defect, and specifying the particular street and block thereof whereon or wherein such defect exists shall have been served upon such Director at least five days before such damage shall have been sustained; and provided further, that there are at such times funds available to the said Director for repairing or remedying such defects or barricading the same.

Section 114 pp. 81. - SPUR TRACKS

The Board of Supervisors shall refer all requests for spur track permits to the Director of Public Works who shall grant such permits in all cases where the spur track is to be located within a heavy industrial zone, as classified by the City Planning Commission, provided that such spur track shall be so constructed and operated as not to establish an unreasonable interference with the public use of the streets affected. The Board of Supervisors shall refer all other requests for spur track permits to the Director of Public Works for report thereon, which shall be submitted by him within ten days after such reference, and shall not grant permission to lay any spur track until a report thereon shall have been received from said Director, to the effect that such construction and operation will not create an unreasonable interference with the public use of the streets affected.

Section 123 - pp. 66 - REFERENDUM ON ANY LEASE OR SALE OF PUBLIC  
UTILITY PROPERTY

The Board of Supervisors shall have power to lease or sell any public utility or any part thereof; provided that any ordinance or other measure involving the lease or sale of any public utility charter, or any ordinance granting any new franchise for the operation of any public utility whose franchise has expired, or is about to expire, must be referred and submitted to a vote of the electors of the City and County at the election next ensuing not less than sixty days after the adoption of such ordinance, and shall not go into effect until ratified by a majority of the voters voting thereon.

Section 179 - pp. 134 - INITIATIVE, REFERENDUM, RECALL

The registered voters shall have power to propose by petition





and to adopt or reject at the polls, any ordinance, act or other measure which is within the power conferred upon the Board of Supervisors to enact or any legislative act which is within the power conferred upon any other board, commission or officer to adopt or any amendment to the Charter.

No ordinance passed by the Supervisors granting any public utility franchise or privilege, shall go into effect until the expiration of sixty days from the date it becomes final.





## THE SAN FRANCISCO MUNICIPAL CODE

Codified with the assistance of the Works Progress Administration 1939 and authorized as divided into codes by Bill No. 1734, Ordinance 1.075, approved by the Mayor, October 11, 1938 and effective January 3, 1939.

### Part II - Chapter X, PUBLIC WORKS CODE, Article II - pp. 635.

#### Section 555. - SPUR TRACKS - CONDITIONS FOR MAINTENANCE OF.

No person, firm or corporation, shall hereafter construct, maintain or use any spur or part of any spur track on any public street within the City and County of San Francisco, except in strict accordance with the terms and conditions specified in this Article.

#### Section 556. - PERMIT REQUIRED.

It shall be unlawful to use, construct or maintain any spur track on any public street unless a permit for the same shall have been granted pursuant to Section 114 of the Charter, and any person or persons individually or acting for or representing any firm or corporation who shall construct or maintain such spur track without the authority of such permit shall be deemed guilty of a misdemeanor.

All permits for the construction, use and maintenance of a spur track shall be temporary and revocable at the pleasure of the Department granting the same.

#### Section 557. - TYPE OF RAIL.

The rail used in the construction of all spur track constructed, subsequent to the passage of this Article, shall be grooved rail of a standard pattern on all paved streets, except on curves and switches, where a suitable rail with a guard may be used. If any spur track now in existence in said City and County shall be used in such case.

#### Section 558. - TRACKS MUST CONFORM TO GRADE OF STREET.

All spur tracks hereafter constructed shall be laid to conform to the actual surface grade of the roadway, so as to cause the least obstruction to traffic. In case said roadway is above or below the official grade, and should be subsequently paved or repaved on the official grade, all such tracks and their adjacent pavements shall be changed to conform to the official grade by the parties or party laying or using the same, and without expense to the city.

Section 559. - PAVING BETWEEN TRACKS - TYPE OF PAVEMENT. Every holder of a permit to operate, maintain or use any spur tracks over and along any street or sidewalk in this city and county, is hereby required whenever notified by the Department of Public Works,

THE NATIONAL BUREAU OF STANDARDS

...and ...  
...by the ...  
...

...

...with the ...  
...

SECTION 10 - PUBLIC RECORDS

...shall be ...  
...shall be ...  
...

...shall be ...  
...

SECTION 11 - THE ...

...shall be ...  
...

SECTION 12 - THE ...

...shall be ...  
...

SECTION 13 - THE ...

...shall be ...  
...

by written notices, to pave the entire length of the street used by their tracks, between the rails and for two (2) feet on each side thereof, and between the tracks if there be more than one (1). The pavement used shall be basalt blocks on a concrete foundation, with joints grouted with asphaltic cement in accordance with the standard city specifications, unless otherwise directed by the Department of Public Works.

#### Section 560. - REPAIR OF TRACKS AND PAVEMENT.

Every person, firm or corporation operating, maintaining or using any spur tracks, shall maintain them and their adjacent pavements between the rails and for two (2) feet each side thereof, as hereinafter provided, in good repair, flush with the surface of the pavement of existing roadway, so that said tracks will be no obstruction to vehicles, and to the satisfaction of the Department of Public Works. In case said spur tracks or their adjacent pavements become out of repair, the person, firm or corporation, or persons, firms or corporations operating, maintaining or using said tracks, shall repair the same to the satisfaction of the Department of Public Works, within (30) days after service of notice to do so by the Department of Public Works. All permits for laying spur tracks shall contain the condition specified in this section.

#### Section 561. - JOINT USE OF TRACKS.

No permit shall hereafter be granted for spur tracks on any public street in the City and County of San Francisco except upon condition that all persons, firms or corporations owning or using property fronting thereon, or owning or using other tracks connecting therewith, shall have the right to use said tracks upon paying a proportionate share of the cost of the construction, maintenance and repair of said tracks and their adjacent pavements, unless upon other terms mutually agreed upon with the original owner, it being understood that cars loaded with perishable products shall have the right of way if necessary.

#### Section 562. - NO EXCLUSIVE RIGHTS TO BE GRANTED.

No permit for a spur track on any public street or property shall be granted in such manner as to permit the owner or holder thereof to acquire any exclusive rights to any portion of said spur track on such public street or property except that portion immediately serving his own property or its tenants.

#### Section 563. - PROVISIONS APPLICABLE TO TRACKS ON PUBLIC STREETS.

The provisions of this Article shall be applicable to all spur tracks constructed, maintained or operated entirely upon public streets, and shall apply also to spur tracks in part constructed, maintained or operated upon private lands or property, except as to the portion thereof so constructed, maintained or operated on such private lands or property.



#### Section 564. - OWNER TO FILE STATEMENT OF COST.

The owner of all spur tracks hereafter constructed shall, within thirty (30) days, after said tracks are completed, file with the Department of Public Works a sworn statement showing the cost of said tracks and their adjacent pavement.

#### Section 565. - DELIVERIES FOR CONNECTING CARRIERS - CHARGES.

The railway operating any spur track on any public street or property hereafter constructed in the city and county shall, upon demand of the person, firm or corporation for the use or benefit of which such spur track is operated, place upon such spur track the freight cars of any railway which has, in this city and county, track connection with the operating railway; such cars so placed to be used for the receipt and delivery of freight in carloads only. And the operating railway shall receive and deliver the cars of the connecting railway over, at and upon such connecting track in the performance of such switching service for such persons, firms and corporations; and such railway shall perform such service without undue delay or discrimination. The operating railway shall perform such service for the same charge or rate that it charges for corresponding service for its own cars upon the spur track for like purpose. The provisions of this section shall apply only to such portions of such spur tracks as are not constructed, maintained or operated upon or across private land, and no permit for a spur track shall hereafter be granted which does not specifically contain the provisions and conditions of this section.

#### Section 566. - RUNWAYS CROSSING SIDEWALKS - REGULATION.

No runway or platform shall be extended from any car on a spur track to or across any sidewalk, except during the time such runway or platform is actually being used for the loading or unloading of freight from said car.

#### Section. 567. - TIME FOR LOADING AND UNLOADING CARS - PENALTY.

All cars standing on spur tracks on any public street shall be loaded or unloaded within thirty-six (36) hours after being delivered on said tracks, Sundays and holidays excepted, except in case of unavoidable delay. The failure of any person, firm or corporation to load or unload said car within said time shall subject such person, firm or corporation to a fine of Ten (\$10.00) Dollars, which fine shall be paid into the City Treasury, and the permit of such person, firm or corporation to use such tracks shall be suspended until said fine is paid.

#### Section 568. - CARS NOT TO BLOCK CROSSWAYS.

No car shall be allowed to stand on any spur track for any time whatever so as to obstruct any crosswalk or driveway.





Section 569 - CARS STANDING ON A GRADE TO BE BLOCKED.

All cars while standing on spur tracks constructed on a grade shall have their wheels blocked in such a manner that such cars cannot be moved from their position.

Section 570 - FORFEITURE OF PERMIT, WHEN.

Any failure upon the part of a holder of a spur track permit to comply with any of the provisions of this Article, after service of a notice to do so from the Department of Public Works, shall forfeit forthwith said permit.

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Section 752. - NOTICE TO REMOVE UNDERGROUND PIPES, ETC.

Whenever any public work is authorized by the Board of Supervisors of the City and County of San Francisco to be done under the supervision of the Department of Public Works of said city and county, upon, in, over or under any of the public streets of the City and County of San Francisco, the said Department of Public Works may notify in writing any person, company, firm or corporation owning or having under his, their or its control pipes, wires, tracks, conduits or property upon, in, over or under such public streets of said city and county to remove or adjust so much of his, their or its pipes, wires, tracks, conduits or property upon, in, over or under such public streets of said city and county to remove or adjust so much of his, their or its pipes, wires, tracks, conduits or property as will allow the prosecution of said public work according to the necessities thereof.

Said notice shall be accompanied by a copy of the plans and specifications for said authorized public work showing the location of the said work in the said streets and describing the same.

Said notice shall specify a reasonable time within which said pipes, wires, tracks, conduits or property must be removed or adjusted.

Section 753. - OWNERS MUST REMOVE IN REQUIRED TIME.

Any person, firm, company or corporation, having pipes, wires, tracks, conduits or property upon, in, over or under such public streets upon, in, over or under which said public work is authorized to be done, shall, upon receipt of said notice, remove or adjust or cause to be removed or be adjusted within the time specified in said notice, so much of the pipes, wires, tracks, conduits or property belonging to or under the control of such person, firm, company or corporation as will allow the said authorized work to be prosecuted according to the plans and specifications therefor.





Section 754. - FAILURE - WORK MAY BE DONE BY DEPARTMENT.

If any person, firm, company or corporation, fail, neglect or refuse to comply with the requirements set forth in the notice hereinbefore provided, then, and in that event, the said Department of Public Works shall remove or adjust or cause to be removed or be adjusted, so much of the pipes, wires, tracks, conduits or property specified in such notice as may be requisite for the prosecution of the said authorized public work according to the plans and specifications therefor; and, the incidental expenses incurred in such removal or adjustment, shall be chargeable to the person, firm, company or corporation failing, neglecting or refusing to comply with the requirements of the said notice, and may be recovered in an action at law brought in the name of the City and County of San Francisco against such person, firm, company or corporation.

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Section 215.(c) - WHERE PORTION OF STREET OCCUPIED BY TRACKS.

The expense of all work on such portion of any street required by law to be kept in order by any person, company or corporation having railroad tracks thereon, shall be borne and paid for by such person, company or corporation, and shall be included in the assessment in this article hereinbefore provided for. The provisions of this subsection shall be applicable to any street whereon railroad tracks have been constructed and are being maintained by the city and county; and the city and county shall pay for all street work which, if such tracks were owned by a private person or corporation, would have to be paid for by such private person or corporation.



ORDINANCE NO. 276, BILL NO. 280 - PRESCRIBING PROCEDURE RESPECTING  
APPLICATIONS FOR AND GRANTING OF FRANCHISES ( SERIES OF 1939)

Be it ordained by the People of the City and County of San Francisco,  
as follows:

Section 1. Franchises which the City and County of San Francisco is authorized to grant shall be granted , only, by ordinance and the granting thereof shall be governed by this ordinance, and any and all other pertinent ordinances of the City and County, together with the applicable provisions of the charter of the City and County.

Section 2. Any person, firm or corporation desiring a franchise shall file with the Clerk of the Board of Supervisors of the City and County a written application therefor, together with a proposed form of ordinance granting the franchise desired.

Section 3. The proposed ordinance, in the form requested by the applicant, shall be introduced in the Board of Supervisors, and from and after its introduction shall be subject to the general provisions of the charter respecting the passage of ordinances, and to all special provisions of the charter respecting ordinances granting franchises.

Section 4. The ordinance granting any such franchise shall specify therein the conditions upon which the same is granted and prescribe such regulations respecting the exercise thereof as may be deemed necessary and proper.

Section 5. The provisions of this ordinance shall apply not only to applications for franchises hereafter made, but also, to any applications for franchises heretofore made, and now pending, which conform to the requirements hereof.

Approved August 30, 1939.



STEAM RAILROAD FRANCHISES

SPECIAL OBLIGATIONS

SOUTHERN PACIFIC CO.

RESOLUTION NO. 3154      January 19, 1864      Book of Franchises, p.242.

TOWNSEND STREET - FROM FOURTH STREET TO ITS WESTERLY TERMINATION

At their own cost and expense keep the street for the whole width (exclusive of sidewalks) in good order, condition and repair during the corporate existence of said company.

ORDER NO 1025      December 12, 1871 Book of Franchises, p.243.

CROSSING FOURTH STREET into KING STREET, along KING STREET to its intersection with SECOND STREET, crossing SECOND STREET, and connecting with tracks to the wharf, pier and slips of the Central Pacific Railroad Company.

At their own cost and expense keep the said streets for the space of 4 feet on each side of their tracks and between the rails and tracks of said companies during the corporate existence of said company, for the whole length in good order and repair. (This franchise was granted before the Bay Shore Line which was granted in 1904 and is now the main line out of San Francisco). (The major portions of the franchise seems to be different from the present track alinement).

ORDER NO. 1154      June 9, 1874      Book of Franchises, p.248.

KING STREET - FROM POINT BETWEEN THIRD and FOURTH STREETS WESTERLY to INTERSECTION OF KING and SIXTH STREETS, CROSSING FOURTH, FIFTH and SIXTH STREETS

That said company at its own expense keep the said street for the space of 4 feet on each side of its tracks and between the rails and tracks in good order, condition, and repair, during the pleasure of the Board of Supervisors.

ORDER NO. 1975      April 17, 1888      Book of Franchises, p.251.

FOURTH STREET - CROSSING BETWEEN BERRY and KING STREETS

Single tracks - subject to police and municipal regulations as may be from time to time provided to protect persons and property of travelers and passersby from injury by collision with rolling stock of said company. The cost of complying therewith to be borne



By the Southern Pacific Company, not to affect provisions of Resolution No. 3154. No time specified. (Probable time same as Resolution No. 3154, that is corporate existence of the company.)

ORDER NO. 2406

July 14, 1891

Book of Franchises, p.251.

SEVENTH STREET - From TOWNSEND STREET to MARIPOSA STREET

At its own expense, keep said street for the space of 2 feet on each side of its tracks and between the rails and tracks of said company for the whole length aforesaid in good order, condition and repair with such material as the Board of Supervisors may order and require, during operation of its road - single or double track.

ORDER NO. 2933

December 2, 1895

Book of Franchises, P.252.

DIVISION STREET - BETWEEN YORK and SIXTEENTH STREETS and ACROSS SIXTEENTH STREET, HARRISON STREET - NORTH LINE OF SIXTEENTH STREET to MAIN LINE between SIXTEENTH AND SEVENTEENTH STREETS

(Grantee shall at all times strictly comply with the requirements imposed by law upon steam railroads operated across, along or upon streets and highways.

50 years from December 2, 1895 - Expires December 2, 1945.

ORDINANCE NO. 1095

January 7, 1904

Book of Franchises, p.260.

SOUTHERN PACIFIC CO.

Crossing Paul Avenue bridged over said railroad between Carr and Gould Streets.

Crossing Yosemite Avenue bridged over said railroad between Newhall and Williams Avenue. Closed.

Crossing Williams Avenue bridged over said railroad between Jupiter and westerly line of Diana.

Crossing Oakdale Avenue bridged over said railroad between Phelps and Quint Streets.

Crossing McKinnon Avenue over said avenue by a bridge near intersection with Quint Street with a clear headroom of at least 13.9 feet.

Crossing Quint Street over said street by a bridge between north line of LaSalle Avenue and the north line of Newcomb Avenue with a clear headroom of at least 13.90 feet.



to the company, and to effect completion of the same, the company has been authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

Book of Transmissions, 1921.

July 1, 1921

Page 1000

WEST - From TOWNSEND & CO. to MARION & CO.

On the 1st of July, 1921, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

December 31, 1921 - Book of Transmissions, 1921.

On the 31st of December, 1921, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 1st of January, 1922, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 31st of December, 1922 - Book of Transmissions, 1922.

On the 1st of January, 1923, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 31st of December, 1923 - Book of Transmissions, 1923.

On the 1st of January, 1924, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 31st of December, 1924 - Book of Transmissions, 1924.

On the 1st of January, 1925, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 31st of December, 1925 - Book of Transmissions, 1925.

On the 1st of January, 1926, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.

On the 31st of December, 1926 - Book of Transmissions, 1926.

On the 1st of January, 1927, the company was organized, and the capital stock was divided into shares of \$100.00 each, and the company was authorized to borrow money, and to issue bonds, and to do all such other acts and things as may be necessary to carry out the purposes of the company.



Crossing LaSalle Avenue over said avenue by a bridge between the east line of Quint Street and Rankin Street with a clear headroom of at least 13.90 feet.

Crossing Kirkwood Avenue over said avenue by a bridge between Quint and Rankin Streets with a clear headroom of at least 13.90 feet.

Crossing Jerrold Avenue over said avenue by a bridge between Quint and Rankin Streets with a clear headroom of at least 14 feet.

Crossing Innes Avenue over said avenue by a bridge between Quint and the west line of Rankin Street with a clear headroom of at least 14 feet.

Crossing of Rankin Street over said avenue by a bridge between Galvez and Jerrold Avenue with a clear headroom of at least 14 feet.

Crossing Hudson Avenue over said avenue by a bridge, between east line of Rankin Street and Selby Street with a clear headroom of at least 14 feet.

Crossing Galvez Avenue over said avenue by a bridge between Rankin and Selby Streets with a clear headroom of at least 14 feet.

Crossing Fairfax Avenue over said avenue with a bridge between Rankin and Selby Street with a clear headroom of at least 14 feet.

Crossing Evans Avenue over said avenue with a bridge between Rankin and Selby Streets with a clear headroom of at least 14 feet.

Crossing Selby Street over said street with a bridge between Custer and the south line of Evans Avenue with a clear headroom of at least 14 feet.

Crossing Davidson Avenue over said avenue by a bridge near its intersection with Selby Street with a clear headroom of at least 14 feet.

Crossing Carroll Avenue over said avenue with a bridge in the limits of the block west of Selby Street with a clear headroom of at least 14 feet.

Crossing Tulare Street over said street by a bridge between the east line of Mississippi Street and the east line of Texas Street with an elevation of the top of rail at least 20.767 feet above city base with a clear headroom of at least 14 feet.

Crossing Mississippi Street over said street by a bridge between a point 30 feet north of Army Street and Tulare Street with a clear headroom on the roadway of the street of at least 13.5 feet.

Crossing Army Street over said street by a bridge between the west line of Pennsylvania Avenue and the west line of Mississippi Street



with an elevation of the top of rail of at least 19.12 feet above City base and with a clear headroom of at least 13.80 feet.

Crossing 23d Street under said street bridged over said railroad between Iowa and Pennsylvania Avenue.

Crossing 22d Street under said street bridged over said railroad between Iowa Street and Pennsylvania Avenue.

Crossing Mariposa Street under said street bridge over said railroad between Iowa Street and Pennsylvania Avenue.

See photostats of pages 268, 269, 270, 271 and 272 Book of Franchises, for additional requirements, Slopes, Bridge Viaducts, etc.

50 years expires January 7, 1954.

ORDER NO. 1699

December 11, 1905

Book of Franchises,  
p.257.

Joint Use - Southern Pacific Company and Atchison, Topeka and Santa Fe Company. 16th St., 8th St., 15th St., and RHODE ISLAND STREET.

16th Street - 33 feet easterly from Texas Street to 25 feet west of Arkansas Street; thence along 8th Street to 15th Street; thence along 15th Street to Rhode Island Street. Also 16th Street from Arkansas to 100 feet west of Carolina Street. Also certain spur tracks.

Refers to Ordinance 1632 which is at pleasure of the Board of Supervisors.

Refers to Ordinance 1470 - approved May 4, 1905, for 44 years to Santa Fe - Book of Franchises, p. 305.

Expires May 4, 1949.

with an elevation of 100 feet at the top of the hill. The hill is covered with a dense growth of trees and shrubs.

On the north side of the hill, there is a small stream which flows into the lake. The stream is about 10 feet wide and 2 feet deep.

The lake is about 100 feet long and 50 feet wide. It is surrounded by a dense growth of trees and shrubs.

The water in the lake is very clear and the bottom is covered with sand and small stones. There are many fish in the lake.

The lake is a very beautiful sight and it is a very good place to go for a picnic. There are many trees and shrubs around the lake.

The lake is a very beautiful sight and it is a very good place to go for a picnic.

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SOUTHERN PACIFIC CO.  
Main Line

50 years  
Book of Franchises Page 260

PROVIDING FOR A GRANT TO THE SOUTHERN PACIFIC COMPANY, A RAILROAD CORPORATION, OF A RIGHT OF WAY FOR AND THE RIGHT TO CONSTRUCT, MAINTAIN AND OPERATE A RAILROAD, TOGETHER WITH ALL NECESSARY BRANCHES, SIDETRACKS, TURNOUTS, SWITCHES, CROSSINGS, SPUR TRACKS, YARD TRACKS, DEPOT TRACKS, AND TERMINAL TRACKS AND FACILITIES, ALONG, OVER UNDER, ACROSS AND UPON CERTAIN STREETS, AVENUES, ALLEYS, PLACES AND PROPERTIES IN THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. That the right of way be and is hereby granted unto the Southern Pacific Company, a railroad corporation incorporated under the laws of the State of Kentucky and having its principal place of business at the city and county of San Francisco, State of California, its successors and assigns, for the term of fifty years from the date hereof, said corporation having more than fifty miles of railroad actually constructed and in operation, to use the portions of streets, avenues, alleys, places and properties hereinafter named and described, for railroad purposes, as hereinafter set forth, and to that end the said Southern Pacific Company is hereby granted the right to construct, maintain and operate, by means of a steam, electric or other power authorized by law, a single, double, triple or quadruple track railroad, of standard gauge, to wit, of a gauge of four feet eight and one-half inches, upon, along, across, over and under said portions of said streets, avenues, alleys, places and properties upon the route of and traversed by said railroad, and upon, along, over and under the right of way and properties of said Southern Pacific Company from a point on the southerly boundary line of the city and county of San Francisco at its intersection with Sunnysdale avenue (formerly Tobin Street) to a point on the northerly line of Mariposa street, between Iowa street and Pennsylvania avenue; and the right to construct, maintain and operate all necessary sidetracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks, and terminal tracks and facilities, upon said right of way, and upon, in and into the terminal grounds, depots, yards and properties of said company, and to connect any or all of said tracks with the main line of railroad of said company, as hereinafter set forth.





DESCRIPTION OF MAIN LINE OF SAID RAILROAD AND THE  
ROUTE THEREOF.

The main line of said railroad, the right to construct, maintain and operate which and the right of way for which are hereby granted, enters the city and county of San Francisco on its southerly boundary line where said boundary line is intersected by Sunnydale avenue (formerly Tobin street), and runs thence in a general northerly direction to a point on the northerly line of Mariposa Street between Iowa street and Pennsylvania avenue, crossing the following named streets, avenues, alleys and places in manner following, to wit:

- Crossing Sunnydale avenue, between Hart street and Tallac street;
- " Hart street, between Visitacion avenue and the southerly boundary line of the city and county of San Francisco;
  - " Visitacion avenue, near its intersection with Hart street;
  - " San Bruno avenue, under said avenue, by tunneling, between Brussels street and Campbell avenue;
  - " Campbell avenue, under said street, by tunneling between Brussels street and San Bruno avenue;
  - " Girard street, under said street, by tunneling, between Wilde avenue and San Bruno avenue;
  - " San Bruno avenue, under said avenue, by tunneling, near its intersection with Third street;
  - " Third street, under said street, by tunneling, between Nelson avenue and San Bruno avenue;
  - " Olney avenue, under said avenue, by tunneling, between the east line of Third street and San Bruno avenue;
  - " Nelson avenue, under said avenue, by tunneling between Third street and Keith street;
  - " Meade avenue, under said avenue, by tunneling, near its intersection with Keith;
  - " Keith street, under said street, by tunneling, between Key avenue and the South line of Meade avenue;
  - " Le Conte avenue, under said avenue, by tunneling, near its intersection with Keith street;
  - " Crossing Key avenue, under said avenue, by tunneling, between Keith street and Lane street;
  - " Jamestown avenue, under said avenue, by tunneling, near its intersection with Salinas avenue;
  - " Salinas avenue, under said avenue, by tunneling, near its intersection with Jamestown avenue;
  - " Paul avenue, under said avenue bridged over said railroad, between Carr street and Gould street;





Crossing Carroll avenue, between Lane street and Mendell street;

" Bancroft avenue, between Lane street and Mendell street;

" Mendell street, between Armstrong avenue and Bancroft avenue;

" Armstrong avenue, between Mendell street and Newhall street;

" Yosemite avenue, under said avenue bridged over said railroad, between Newhall street and Williams avenue;

" Williams avenue, under said avenue, bridged over said railroad, between Reddy street and the west line of Diana street;

" Thornton avenue, under said avenue, by tunneling, between Reddy street and Diana street;

" Underwood avenue, under said avenue, by tunneling, near its intersection with Newhall street;

" Newhall street, under said street, by tunneling, between Thomas avenue and Van Dyke avenue;

" Thomas avenue, under said avenue, by tunneling, between Newhall street and Phelps street;

" Shafter avenue, under said avenue, by tunneling, between Newhall street and Phelps street.

" Revere avenue, under said avenue, by tunneling, between Newhall street and Phelps street;

" Quesada avenue, under said avenue, by tunneling, near its intersection with Phelps street;

" Phelps street, under said street, by tunneling, between Palou avenue and Revere avenue;

" Palou avenue, under said avenue, by tunneling, between Phelps street and Quint street;

" Drummond alley, under said alley, by tunneling, between Phelps street and Dundee street;

" Oakdale avenue, under said avenue, bridged over said railroad, between Phelps street and Quint street;

" Newcomb avenue, between Phelps street and Quint street;

" McKinnon avenue, over said avenue, by a bridge, near its intersection with Quint street, with a clear headroom of at least 13.9 feet;

" Quint street, over said street, by a bridge between the north line of La Salle avenue and the north line of Newcomb avenue, with a clear headroom of at least 13.9 feet;

" La Salle avenue, over said avenue, by a bridge, between the east line of Quint street and Rankin street, with a clear headroom of at least 13.9 feet;

" Kirkwood avenue, over said avenue, by a bridge,



between Quint street and Rankin street, with a clear headroom of at least 13.9 feet;

Crossing Jerrold avenue, over said avenue, by a bridge, between Quint street and Rankin street, with a clear headroom of at least 14 feet;

" Innes avenue, over said avenue, by a bridge, between Quint street and the west line of Rankin street, with a clear headroom of at least 14 feet;

" Rankin street, over said street, by a bridge, between Galvez avenue and Jerrold avenue, with a clear headroom of at least 14 feet;

" Hudson avenue, over said avenue, by a bridge, between the east line of Rankin street and Selby street, with a clear headroom of at least 14 feet;

" Galvez avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet;

" Fairfax avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet;

" Evans avenue, over said avenue, by a bridge, between Rankin street and Selby street, with a clear headroom of at least 14 feet;

" Selby street, over said street, by a bridge, between Custer avenue and the south line of Evans avenue, with a clear headroom of at least 14 ft;

" Davidson avenue, over said avenue, by a bridge, near its intersection with Selby street, with a clear headroom of at least 14 feet;

" Custer avenue, over said avenue, by a bridge, in the limits of the block west of Selby street, with a clear headroom of at least 14 feet;

" Islais Creek channel, between the prolongation southerly of the east line of Mississippi street and the east line of Texas street;

" Tulare street, over said street, by a bridge, between the east line of Mississippi street and the east line of Texas street, with an elevation of the top of rail at least 20.767 feet above city base, and with a clear headroom of at least 14 feet;

" Mississippi street, over said street, by a bridge, between a point 30 feet north of Army street and Tulare street, with a clear headroom over the roadway of the street of at least 13.5 feet;

" Army street, over said street, by a bridge, between the west line of Pennsylvania avenue and the west line of Mississippi street, with an elevation of the top of rail of at least 19.12 feet above city base, and with a clear headroom of at least 13.8 feet;



- Crossing Twenty-fifth street, under said street, by tunneling, between the east line of Pennsylvania avenue and the east line of Mississippi street;
- " Pennsylvania avenue, under said avenue, by tunneling, between Twenty-third street and Twenty-fifth street;
- " Twenty-third street, under said street, bridged over said railroad between Iowa street and Pennsylvania avenue;
- " Twenty-second street, under said street, bridged over said railroad, between Iowa Street and Pennsylvania avenue;
- " Twentieth street, under said street, by tunneling, between Iowa street and Pennsylvania avenue;
- " Nineteenth street, under said street, by tunneling, between Iowa street and Pennsylvania avenue;
- " Eighteenth street, under said street, by tunneling, between Iowa street and Pennsylvania avenue;
- " Mariposa street, under said street, bridged over said railroad, between Iowa street and Pennsylvania avenue;

And crossing all intermediate streets, avenues, alleys and places between said southerly boundary line of said city and county of San Francisco and said northerly line of Mariposa street, not hereinbefore mentioned, or which may be hereafter opened to public use between said southerly boundary line of said city and county and said northerly line of Mariposa street.

#### DESCRIPTION OF SIDETRACKS, SPUR TRACKS, YARD TRACKS, TERMINAL TRACKS AND CONNECTING TRACKS.

The sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks, the right to construct, maintain and operate which is hereby granted, are as follows:

No. 1. A single or double track, commencing at a point on, and connecting with, the main line of said Southern Pacific Company, in Potrero Nuevo Block No. 316, between Iowa street, Pennsylvania avenue, Eighteenth street (formerly Solano street) and Mariposa street, and running thence in a northeasterly direction to the Bay of San Francisco near to and southerly from the foot of El Dorado street, crossing Iowa street and Mariposa street, under said streets, bridged over said railroad tracks at their intersection; thence through the yards and properties of said company, and crossing what were formerly Santa Clara (or Seventeenth) street, Indiana street, Minnesota street and Tennessee street, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were duly closed and abandoned as public streets by resolution of the Board of Supervisors of the City and County of San Francisco and crossing Sixteenth street





diagonally, west of the west line of Third street, and crossing Third street between Sixteenth street and El Dorado Street; thence across Potrero Nuevo Block No. 416 to the west line of Illinois street; thence across Illinois street between Sixteenth street and El Dorado street, and thence to the said point near to and southerly from the foot of El Dorado street and to the shore line of the Bay of San Francisco.

No. 2 A single or double track, beginning at a point on and connecting with said road No. 1, last above described, on or near Third street, north of Sixteenth street, and running thence on a curve across Third street and into and diagonally across Potrero Nuevo Block No. 416 to or near to the northeast corner of said block; thence across El Dorado street and along and upon Illinois street and crossing Alameda street and crossing Merrimac street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company upon said Illinois street at or near the intersection of Illinois street and Fourth street; together with the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company on Illinois street, from the north line of Fourth street to the north line of Arthur avenue, under and pursuant to Ordinance No. 260, passed by the Board of Supervisors of the city and county of San Francisco, and approved April 4, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad along and upon Illinois street, from the north line of Fourth street to the north line of Arthur avenue, in the city and county of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the city and county of San Francisco; and the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company under and pursuant to Ordinance No. 270, passed by the Board of Supervisors of the city and county of San Francisco, and approved April 12, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad from a point on Illinois street, near Marin street; thence southerly on a curve to a point on Third street on the center line of Quint street (formerly Tombigbee street); thence southerly along said center line of Quint street (formerly Tombigbee street) to the southerly line of Arthur avenue; thence southerly along said center line of Quint street (formerly Tombigbee street) to the northerly line of Oakdale avenue, in the city and county of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco.





No. 3. Beginning at points on and connecting with said Road No. 2 heretofore described, on Illinois street, between El Dorado and Alameda streets, a single or double track on Illinois street, and thence running southerly on and along Illinois street to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company upon said Illinois street near to and southerly from the intersection of Illinois street and El Dorado Street.

No. 4. Beginning at a point on and connecting with said Road No. 2 heretofore described, said point being situated in Potrero Nuevo Block No. 416, a single or double track with divergent spur tracks; thence running northerly and crossing El Dorado street with six or more tracks; thence northerly, crossing Potrero Nuevo Block No. 417, with twelve tracks; thence continuing northerly and crossing Alameda street between Third street and Illinois street with twelve tracks; thence continuing northerly and crossing Potrero Nuevo Block No. 418 with twelve tracks; thence continuing northerly and crossing Merrimac street between Third street and Illinois street with twelve tracks; thence continuing northerly and crossing South Beach Water Lots, Block No. 47, with twelve tracks.

No. 5. Beginning at a point on and connecting with said Road No. 1 heretofore described, said point being situated southerly from Sixteenth street; thence on a curve in a general easterly direction across Third street at or northerly from Seventeenth street crossing either or both Potrero Nuevo Blocks Nos. 414 and 415, and entering on and partly crossing Illinois street near Seventeenth street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company and upon said Illinois street near Seventeenth street. A single or double track only is to be maintained in the location described in this subdivision.

No. 6. Beginning at points on and connecting with said Road No. 1 above described, said points of connection being in the yards of said Southern Pacific Company between Third street, Pennsylvania avenue, Mariposa street and Sixteenth street, and running thence northerly and easterly across Sixteenth street between Sixth street and Third street with not more than six single tracks, into the yards and property of said company, between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, with sidetracks, spur tracks, switches, crossings and connections within said yards, as shown upon the map or plat herein referred to, and such additional sidetracks spur tracks, switches, crossings, branch tracks and connections within the limits of said yards and property last mentioned as said Southern Pacific Company shall deem necessary; said lines and



said sidetracks, spur tracks, switches and branch tracks crossing and running along and upon what were formerly Minnesota, Tennessee, El Dorado, Alameda, Merrimac, Hubbell, Dagget, Hudson, Fifth, George, Noble, Hooper and Irwin Streets, which streets, between Fourth street, Channel street, Sixth street, Sixteenth street and Third street, and between Third street, Pennsylvania avenue, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 7. A single or double track beginning at a point on and connecting with the main line of said Southern Pacific Company, in Potrero Nuevo Block No. 316, between Iowa street, Pennsylvania avenue, Eighteenth street and Mariposa street, and running thence on a curve in a general northwesterly direction to a connection with the constructed railroad of said company on Seventh street between Pennsylvania avenue and Mississippi street, crossing Mariposa street, Seventeenth (formerly Santa Clara) street, and Pennsylvania avenue and running along Seventh street from the east line of Pennsylvania avenue to said point of connection.

No. 8. A single or double track beginning at points on and connecting with said Road No. 7 heretofore described, said points being situated on Pennsylvania avenue, near its intersection with Seventh street; thence into the yards and property of the Southern Pacific Company and through said yards and property on a curve to a point on the south line of Sixteenth street, near its intersection with Sixth street, crossing what were formerly Seventeenth (or Santa Clara), Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco; thence crossing Sixteenth street by a double track and running into the yards and property of said Southern Pacific Company, between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, with such sidetracks, spur tracks, switches, crossings, branch tracks and connections within the limits of said yards and properties last mentioned as said Southern Pacific Company shall deem necessary, said lines and tracks crossing and running along what were formerly Minnesota, Tennessee, El Dorado, Alameda, Merrimac, Hubbell, South, Hudson, Fifth, George, Noble, Hooper and Irwin streets, which streets, between Fourth street, Channel street, Sixth street, Sixteenth street and Third street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 9. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street at or near the intersection of Seventh street and Sixteenth street; running thence southeasterly along Seventh street, crossing



Barstow street, Sixteenth street and Mississippi street, into and across Potrero Nuevo Block No. 307½ to the west line of Pennsylvania avenue between Sixteenth street and Seventeenth street; thence with eight or more tracks across Pennsylvania avenue, into and upon the yards and property of the Southern Pacific Company, crossing what were formerly Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 10. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street at or near the intersection of Seventh street and Mississippi street, and running thence southeasterly along and across Seventh street into and across Potrero Nuevo Block No. 307½ to the west line of Pennsylvania avenue between Sixteenth street and Seventeenth street; thence with six or more tracks across Pennsylvania avenue into and upon the yards and property of the Southern Pacific Company, crossing what were formerly Iowa, Indiana and Minnesota streets, which streets, between Pennsylvania avenue, Third street, Mariposa street and Sixteenth street, were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 11. A single or double track beginning on and connecting with the constructed railroad of said company on Seventh street, between Mississippi street and Pennsylvania avenue, and running thence southeasterly along Seventh street to Pennsylvania avenue between Sixteenth and Seventeenth streets; thence with three or more tracks across said Pennsylvania avenue into and upon the yards and property of the Southern Pacific Company, and with six or more tracks within said yards and property of said company, crossing what were formerly Iowa and Indiana streets, which streets between Sixteenth street and Mariposa street were heretofore duly closed and abandoned as public streets by resolution of the Board of Supervisors of the city and county of San Francisco.

No. 12. A single track beginning upon the property of the said company near the intersection of the west line of Third street and the southeast line of Channel street, and running thence southerly, west of and parallel with the west line of Third street to the northeasterly line of Fourth street; thence continuing southerly and parallel to the westerly line of Third street and crossing Fourth street, and thence continuing southerly and connecting with the tracks of said company heretofore described as Road No. 6.

No. 13. A single or double track beginning at a point on and





connecting with said track No. 12 heretofore described, upon the property of said company near the intersection of Third street and Fourth street, and running thence in a northwesterly direction upon the property of the said company to near the southeasterly line of Channel street; and any other tracks that shall hereafter be desired by said company to be laid on the property of said company situated between Third street, Fourth street and Channel street, crossing all streets, avenues, alleys and places which are now or which may hereafter be opened between said Third street, said Channel street and said Fourth street.

No. 14. A single or double track beginning at a point or points on and connecting with the said main line of said Southern Pacific Company at or near where said main line crosses Oakdale avenue, between Phelps street and Quint street, and thence running northerly and northeasterly and crossing O'Neill and Haley Tract Block No. 292, and crossing Newcomb avenue between Phelps street and Quint street, and crossing O'Neill and Haley Tract Block No. 264 to the easterly line of Quint street, between Mc Kinnon avenue and Newcomb avenue, and thence upon and along Quint street to the intersection of Quint street and Mc Kinnon avenue, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company, on Quint street. It is provided, however, that no switch-stands, throw-rails or frogs shall be constructed, maintained or operated on the roadway of Sixteenth street.

The railroad tracks numbers 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, hereby authorized to be constructed, maintained and operated by said Southern Pacific Company are shown upon map or plat No. R. 210 "C," filed in the office of the Clerk of the Board of Supervisors of the city and county of San Francisco, State of California, to which said map or plat reference is hereby made.

And the said Southern Pacific Company is hereby granted the right to construct, maintain and operate such additional side-tracks, spur tracks, switches, crossings and connections in its said yards and on its said properties between Third street, Fourth street, Channel street, Sixth street and Sixteenth street, and between Third street, Sixteenth street, Pennsylvania avenue and Mariposa street, as said company may deem necessary, and is hereby granted a right of way over, along, across and under any and all streets, avenues, lanes, alleys and places which may be hereafter opened through or within or into said yards or properties.

Sec. 2. Viaducts or bridges are to be constructed over the track system covered by this franchise at points where the tracks cross streets at official grade as follows:

(a) On and along the easterly side of Third street over the





tracks crossing Third street north of Seventeenth street. The northerly approach to this bridge to be at least 400 feet long, at a gradient nowhere in excess of  $5\frac{1}{2}$  per cent, having its northerly end far enough to the northward of El Dorado street to cross El Dorado street with a clear headroom of 12 feet. The southerly approach to be at least 400 feet long and to terminate at or southward of Seventeenth street. The clear headroom at Seventeenth street, if it be necessary to cross this street, is to be at least 12 feet. The elevation of the bridge floor at Sixteenth street must not exceed 21.5 feet, and the elevation of the under chord of the bridge must not be less than 18.5 feet above official street grade at that point. The width of the bridge roadway is to be at least 36 feet, and the width of the sidewalk along the easterly edge thereof 10 feet. The westerly edge of the bridge and its approaches is to conform to the easterly curb line of Third street.

(b) On and along the northerly side of Sixteenth street, over the track system crossing Sixteenth street, between Sixth street and Third street. This bridge is to be connected with the Third street bridge. It is to have an approach from the west at least 400 feet long, and an approach from the northwest located along the northeasterly edge of Sixth street, also at least 400 feet long; neither of these approaches to be steeper than  $5\frac{1}{2}$  per cent. There is to be a third approach to this bridge beginning at some point on the westerly line of Illinois street northerly from Sixteenth street, thence southerly west of and along Illinois street to Sixteenth street, thence westerly along the northerly line of Sixteenth street to a connection with the Third street bridge. This approach at the turn from Illinois into Sixteenth street to leave clear headroom for the Sixteenth street sidewalk of at least eight feet, and to be constructed at the least gradients feasible, but nowhere exceeding 9 per cent, with a northerly termination of this approach near to and southerly from Road No. 1 heretofore described. The roadway of the bridge is to be not more than 21.5 feet, and the elevation of the under chord of the bridge must not be less than 18.5 feet above the official street grade. The location of the bridge on Sixteenth street, and of its approaches from the west, are to be such that the outer edge of the bridge will conform to the official curb line. The width of the bridge and of the two approaches to its westerly end is to be such as to afford a 36-foot roadway and a 10-foot sidewalk. The roadway of the easterly approach from Illinois street must have a roadway at least 24 feet wide and a sidewalk at least 8 feet wide. The roadway in all cases to be located on the street sides of the structures.

(c) Additional bridges or viaducts over tracks crossing streets at official grade are to be constructed by the Southern Pacific Company, upon the order of the Board of Supervisors,



over any track now constructed or hereafter to be constructed across Fourth street south of Channel street, or across Sixteenth street at or near Seventh street; the arrangement of any bridge or viaduct required upon or along these streets to be such that no part of the roadway thereof will be thereby obstructed, and that approaches to these viaducts or bridges be on gradients not steeper than  $5\frac{1}{2}$  per cent.

At any time after ten years there shall be constructed, upon order of the Board of Supervisors a bridge or viaduct over the tracks constructed under this franchise, either along Visitacion avenue or along Sunnydale avenue near Hart street, so arranged that at least one-half of the roadway of the street remains unobstructed.

Piers and columns for the support of bridges or viaducts and their approaches over tracks which are at the elevation of the street surface will be allowed along center lines and along the curb lines of streets, except that no bridge supports are to be placed along the center line of Third street nor along the center line of Sixteenth street.

The bridges and viaducts herein referred to are to be constructed and maintained by the Southern Pacific Company. They shall be of masonry, brickwork or concrete, or shall have a superstructure of iron or steel supported by masonry, brickwork, or concrete abutments, piers or by columns of iron, steel or other suitable material. Railroad bridges are to be so constructed as to prevent oil drippings, cinders and other waste from dropping to the street underneath.

For the support of the bridges over Mississippi street and over Quint, Rankin and Selby streets, which are oblique and consequently of more than ordinary length, columns or piers on center lines of streets and on curb lines will be allowed.

For the support of all other railroad bridges over streets, no supports within street lines will be allowed, except columns or piers along curb lines of streets, and piers or columns in center of streets where specially approved by the Board of Public Works.

Bridges carrying railroad tracks over streets shall be built during the construction of the railroad over Army street, and over Quint street and over Mc Kinnon avenue.

The construction of the railroad on piled trestle shall be allowed from the southerly line of Army street to the westerly line of Quint street, and this piled trestle shall be replaced by bridges carrying the railroad tracks over streets when hereafter needed and when ordered by the Board of Supervisors to be built,



and this piled trestle across Islais creek shall be replaced by a drawbridge to be built, maintained and operated by the time said Islais Creek shall be made navigable by craft requiring a draw-bridge for suitable passage thereof.

The base width of columns and piers for bridge support along the center lines of streets shall not exceed five feet, and the base width of columns or piers on curb lines shall not exceed two feet.

The faces of columns or piers at the curb lines are to be at least six inches and not more than one foot back of the official curb lines.

Abutments for all bridges are to be constructed of stone, or brick masonry, or of concrete.

The least clearance or headroom for the roadway of streets passing under railroad bridges is to be 13.5 feet, with the use of a railroad bridge measuring vertically from top of rail to bottom of iron work not to exceed two and four-tenths (2.4) feet, and such railroad bridge is to be used in all cases where its use will give a least clearance less than 13.8 feet. Where vertical distance from street grade to top of rail of railroad admits of the railroad bridge measuring vertically more than 2.4 feet from top of rail to bottom of iron work, and leaving at least 13.8 feet clear between street and bottom of iron work of the railroad bridge, greater depth of railroad bridge may be used, provided, however, that at all sub-grade crossings of railroads for which franchises may exist or be hereafter granted, the depth from top of rail to the lowest part of the superstructure shall not exceed 2.4 feet where an increase in said depth will reduce the clear headroom to less than twenty feet.

Where said railroad shall be constructed under streets bridged over said railroad, such bridges shall have the same roadway width as the width of the roadway of the several streets on which said bridges are built and shall have sidewalks on each side at least eight feet in width.

Bridges carrying streets over said railroad tracks shall be built during the construction of said railroad on Mariposa street and on Twenty-second street, and on Twenty-third street, and on Oakdale avenue and on Williams avenue and on Paul avenue, and the bridge required for Yosemite avenue over said railroad tracks shall be built when ordered by the Board of Supervisors.

The roadway of each bridge or viaduct over a railroad track is to be paved with wooden blocks, with paving blocks or bricks with bituminous rock, asphalt or with some other equally suitable material.





Where the railroad track or tracks of said Southern Pacific Company hereby authorized to be constructed, is or are laid along any public street upon the surface thereof, the said company shall pave and keep in repair such street from curb to curb, in such manner and with such material as may from time to time be prescribed by the Supervisors; and where any such track crosses any public street upon the surface thereof, the said company shall pave and keep in repair the roadway of the street, including curbs, for fifty feet upon each side of the center line of such track, and in case of oblique crossings the roadway of the street including curbs, between lines drawn at right angles to the direction of the street at points fifty feet beyond the intersection of the curb lines by the center line of the track, in such manner and with such material as may from time to time be prescribed by the Supervisors.

Sec. 3. Tunnel for double track or an additional tunnel or tunnels for an additional double track or additional double tracks, shall be suitably lined, wherever required by the nature of the ground through which such tunnel or tunnels are constructed, with a suitable thickness of stone or brick or concrete masonry or by combinations of said kinds of masonry.

Sec. 4. If the Southern Pacific Company shall, within one year from and after the passage of this ordinance, acquire a tract of land sixty feet wide along and adjoining the westerly side of the right of way of said railroad, and a tract of land sixty feet wide along and adjoining the easterly side of the right of way of said railroad, and extending from the southerly line of Yosemite avenue, to the northerly line of Paul avenue, and shall within said time offer to dedicate the same to the city and county of San Francisco for street purposes, subject to the condition that the municipal authorities of said city and county shall not establish or construct or cause to be constructed and shall not order the said company to construct and maintain or construct or maintain any grade crossing for any street or avenue over the said railroad between the said southerly line of Yosemite avenue and the said northerly line of Paul avenue, except at the crossing of Carroll avenue and said railroad, the said city and county of San Francisco will accept such dedication upon the conditions aforesaid, and, in the event of any breach of said condition such dedication shall ipso facto be and become null and void, and the right to the exclusive possession and use of the tracts of land first above described shall then and there vest in the said company, its successors or assigns, free and clear of any claim whatsoever of the city and county of San Francisco, or of the public, of the right to use the same for street purposes.

Sec. 5. The slopes of the cuttings of said railroad shall be allowed to extend into Diana street between Thornton avenue and Williams avenue, and into Gould street between Paul avenue and Salinas avenue not to exceed forty feet, and the said company





shall correspondingly widen said Diana street and said Gould street by the dedication to the city and county of San Francisco of a tract of land forty feet wide, along and adjoining and westerly from Diana street, between Thornton avenue and Williams avenue and a tract of land forty feet wide along and adjoining and westerly from Gould street, between Paul avenue and Salinas avenue.

The Southern Pacific Company shall pay the cost involved in making all grade changes necessary for the proper construction of the railroad tracks of said railroad company, including reconstruction of street improvements at new elevation and including damages to private property resulting from grade changes, determined by the Board of Public Works as prescribed by law or upon appeal to the courts. The said company shall also pay for special structures and devices required for the sewers already constructed, and for other sewers hereafter constructed, and all additional cost of sewers made necessary on account of streets carried on bridges over said railroad tracks.

Sec. 6. The said company shall, at any time when required by resolution of the Board of Supervisors, station flagmen and erect and maintain gates at such street crossings as may be designated by said Board of Supervisors, and said company shall not allow any car or locomotive to stand upon any street on or over which a franchise is granted by the provisions of this ordinance, at any time, day or night, and that no freight shall be received or discharged from any car while upon said streets, it being the express understanding that this franchise is granted for the purpose of moving cars along and across said streets to reach certain points, and the right to use the streets or any portion thereof for yard purposes is absolutely prohibited.

Sec. 7. The rights hereby granted are upon the express conditions prescribed in and by the Charter of the city and county of San Francisco, and especially in and by Subdivision 28 of Section 1, Chapter II, Article II, thereof.

The character and general arrangement of all structures herein referred to, the materials of which they are to be built and all work of whatsoever kind upon the streets shall be subject to approval of the Board of Public Works, and the nature and character of tracks to be used, shall be prescribed by said Board of Public Works.

Sec. 8. Said Southern Pacific Company must commence the construction of the main line of its said railroad hereinbefore authorized and firstly hereinbefore described, within one year from the passage of this ordinance, and fully complete the same within five years from the date of such passage; but the construction of a single track upon, over, under or across the said streets or



portions of streets upon the route thereof hereinbefore described shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of said company to commence and complete said work within the time herein specified, all rights and privileges hereby granted, and this franchise shall cease and determine as to such portion of the said main line of said railroad as may then remain uncompleted.

Sec. 9. The rights herein granted to the Southern Pacific Company are granted on the further condition that said Southern Pacific Company will bid for the lease of the following described lands, whenever the said lands are offered for lease by the city and county of San Francisco, to wit:

#### LOT KNOWN AS PRODUCE EXCHANGE LOT.

Commencing at the southeast corner of Alameda and Minnesota streets, thence east on Alameda street 200 feet, south on Tennessee street 400 feet west on El Dorado street 200 feet, north on Minnesota street 400 feet, to the place of beginning.

#### LOTS KNOWN AS MARKET PLACES.

Commencing at the east corner of Channel and Fifth streets, thence northeast on Channel street 382 6-12 feet, southeast on Hudson street 240 feet, southwest on Hooper street 382 6-12 feet, northwest on Fifth street 240 feet to the place of beginning; also

Commencing at the east corner of Hooper and Fifth streets, thence northeast on Hooper street 382 6-12 feet, southeast on Hudson street 240 feet, southwest on Irwin street 382 6-12 feet, northwest on Fifth street 240 feet to the place of beginning.

The rentals for the said lands are not to be less than the following amounts:

At least \$600 per month for the first five years, and thereafter an amount equal to 3 per cent per annum on the value of these properties, said valuation in case of disagreement to be determined by arbitration, the city to select one arbitrator, the company another and these two to select a third. The valuation so fixed to be final; provided, however, the rentals after the expiration of the first five years shall at no time be less than \$750 per month.

The rights herein granted to the Southern Pacific Company are granted on the further condition of the contribution by the said railroad company of such sum of money as may be necessary for the construction of a bridge across Channel street, from Third street to Third street (formerly Kentucky street), in excess of \$70,000, the sum thus to be contributed not to exceed \$55,000, and also



that said company shall dedicate or convey to the city and county for street purposes a strip of land twenty (20) feet in width adjacent to and widening Fourth and Third streets, cut from such property as said railroad company owns along the northeasterly line of Fourth street, southerly from Channel street and along the easterly line of Third Street, and that said company shall dedicate or convey to the city and county a strip of land ten (10) feet in width along the northerly line of Sixteenth street, between Seventh street and the water front, for the purpose of widening said Sixteenth street.

Sec. 10. This ordinance shall take effect and be in force from and after its passage.

Ordinance No. 1095 amended by

Ordinance No. 1282 - Aug. 19, 1904 - Visitation Valley Yards.

Ordinance No. 188 N.S.-March 12, 1907 - Bay Shore Line around  
Oakdale Avenue.

Ordinance No. 2398 Aug. 12, 1913 - Illinois St. at Islais  
Creek.





Southern Pacific Company

Book of Franchises, p.273

## Tracks

Providing for a grant to the Southern Pacific Company of the right to construct, maintain and operate certain sidetracks, spur tracks, yard tracks, terminal and connecting tracks in connection with the line of railroad authorized by Ordinance No. 1095, approved January 7, 1904.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. The right is hereby granted unto the Southern Pacific Company, a railroad corporation, incorporated under the laws of the State of Kentucky, its successors and assigns, to construct, maintain and operate, by means of steam, electric or other power authorized by law, and in connection with the line of railroad authorized by Ordinance No. 1095 of the City and County of San Francisco, approved January 7, 1904, and for the unexpired term of the franchise thereby granted and subject to all of the terms, conditions, limitations and regulations in said ordinance provided, the following described sidetracks, spur tracks, yard tracks, terminal and connecting tracks, for the purpose of a freight receiving classification and dispatching yard, viz:

1. A single, double or quadruple track commencing at a point or points in the right of way of the railroad of the Southern Pacific Company, authorized by Ordinance No. 1095, approved January 7, 1904, about eleven hundred and twenty feet north of Visitation Avenue, and running thence in a southerly direction, on and across said right of way into and across the yards and property of the Southern Pacific Company, crossing Visitation Avenue, between Hart Street and Hoffman Street, to the south boundary line of the City and County of San Francisco, between Evatt Street and Hoffman Street.

2. Beginning at points on, and connecting with, above first described track, upon the right of way aforesaid of the Southern Pacific Company, north of Visitation Avenue, and running thence in a southerly direction, upon said right of way into and across said yards and property of the Southern Pacific Company, crossing said Visitation Avenue between Hart Street and Hoffman Street with five or more tracks, and Evatt Street between Visitation Avenue and Sunnydale Avenue, with line tracks, to the south boundary line of the City and County of San Francisco.

3. Beginning at points on, and connecting with, above first described track, upon the right of way aforesaid, north of Visitation Avenue, and running thence in a southerly direction upon said right of way, into and across aforesaid yards and property of the Southern Pacific Company, crossing Visitation Avenue between Hart Street and





Huffman Street, with five or more tracks; Evatt Street, between Visitacion Avenue and Sunnysdale Avenue, with four tracks; Hart Street, between Visitacion Avenue and Sunnysdale Avenue, with not more than nine tracks, and Sunnysdale Avenue, between San Bruno Road and Evatt Street, with not more than twenty-seven tracks, to the south boundary line of the City and County of San Francisco.

Together with sidetracks, spur tracks, switches, crossings and connections within said yards, as shown upon a certain map or plat No. 5898A, filed in the office of the Clerk of the Board of Supervisors of the City and County of San Francisco, State of California, to which said map or plat reference is hereby made for further particulars, and such additional sidetracks, spur tracks, switches, crossings, branch tracks and connections within the limits of said right of way, yards and property as said Southern Pacific Company may deem necessary.



## SOUTHERN PACIFIC COMPANY

## Tracks.

Providing for a grant to the Southern Pacific Company of the right to construct, maintain and operate a certain connecting track in connection with the main line of railroad authorized by Ordinance No. 1095 (Approved January 7, 1904).

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. The right is hereby granted the Southern Pacific Company, a railroad corporation, created and existing by and under laws of the State of Kentucky, its successors and assigns, to construct, maintain and operate, in connection with the main line of railroad authorized by Ordinance No. 1095 of the City and County of San Francisco (approved January 7, 1904), and for the unexpired term of the franchise hereby granted, and subject to all of the terms, conditions, limitations and regulations in said ordinance provided, the following described connecting track, to wit:

A single or double track beginning at a point or points on and connecting with the main line of the Southern Pacific Company as described in Ordinance No. 1095, at or near where said main line crosses Fifteenth Avenue South, between P Street and Q Street South, and thence running northerly and northeasterly and crossing Fifteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 292, and crossing Fourteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 264, and crossing Thirteenth Avenue South between P Street South and Q Street South, and crossing O'Neill and Haley Tract Block No. 251, and crossing Twelfth Avenue South between P Street South and Q Street South to the easterly line of Q Street South, and thence upon and along Q Street South to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company on Q Street South.

Section 2. This grant is made upon condition that the grantee shall within thirty days from and after the passage hereof file with the Clerk of the Board of Supervisors of the City and County of San Francisco its acceptance in writing of the rights and privileges hereby granted, together with an abandonment of the right to construct and maintain that certain track described in paragraph No. 14 of the Description of Sidetracks, Spur Tracks, Yard Tracks, Terminal Tracks and Connecting Tracks, in Section 1 of Ordinance No. 1095, of the City and County of San Francisco, approved January 7, 1904.

Section 3. This ordinance shall take effect and be in force from and after its passage.

By visiting the records of the National Archives and Records Administration, the following information was obtained:

As it relates to the records of the National Archives and Records Administration, the following information was obtained:

Section 1. The records of the National Archives and Records Administration, relating to the records of the National Archives and Records Administration, are as follows:

A search of the records of the National Archives and Records Administration, relating to the records of the National Archives and Records Administration, has revealed the following information:

Section 2. This record is a copy of the records of the National Archives and Records Administration, relating to the records of the National Archives and Records Administration, as follows:

Section 3. This record is a copy of the records of the National Archives and Records Administration, relating to the records of the National Archives and Records Administration, as follows:

SOUTHERN PACIFIC COMPANY

Railroad.

An ordinance to amend Ordinance No.1095 of the City and County of San Francisco, approved January 7, 1904, and entitled "Providing for a grant to the Southern Pacific Company, a railroad corporation, of a right of way for and the right to construct, maintain and operate a railroad, together with all necessary branches, sidetracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks and terminal tracks and facilities, along, over, under, across and upon certain streets, avenues, alleys, places and properties in the City and County of San Francisco," and more particularly description No. 2 of "Sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks," which description is set forth in Section 1 of said Ordinance.

Be it Ordained by the People of the City and County of San Francisco as follows:

Section 1. That Description No. 2 of "Sidetracks, spur tracks, yard tracks, terminal tracks and connecting tracks," contained in Section 1 of Ordinance No. 1095 of the City and County of San Francisco, approved January 7, 1904, the title whereof is contained in the title to this Ordinance, be and the same is hereby amended to read as follows:

No. 2. A single or double track, beginning at a point on and connecting with said road No. 1, last above described on or near Kentucky Street, north of Sixteenth Street, and running thence on a curve across Kentucky Street and into and diagonally across Potrero Nuevo Block No. 416 to or near to the northeast corner of said block; thence across El Dorado Street and along and upon Illinois Street and crossing Alameda Street and crossing Merrimac Street, to a connection with the railroad tracks of the San Francisco and San Joaquin Valley Railway Company upon said Illinois Street at or near the intersection of Illinois Street and Fourth Street; together with the right to operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company on Illinois Street, from the north line of Fourth Street to the north line of Arthur Avenue (formerly First Avenue South), under and pursuant to Ordinance No. 260, passed by the Board of Supervisors of the City and County of San Francisco, and approved April 4, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad along and upon Illinois Street, from the north line of Fourth Street to the north line of Arthur Avenue (formerly First Avenue South), in the City and County of San Francisco; subject to the terms and conditions of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco; and the right to







operate as a spur track, and to use in common with the San Francisco and San Joaquin Valley Railway Company the railroad track or tracks laid by said last named company under and pursuant to Ordinance No. 270 passed by the Board of Supervisors of the City and County of San Francisco, and approved April 12, 1901, providing for a grant to said San Francisco and San Joaquin Valley Railway Company of a right of way and the right to construct and operate a railroad from a point in the City and County of San Francisco, said point being formed by the intersection of the center line of Quint Street (formerly Q Street South) with the northerly line of Oakdale Avenue (formerly known as Fifteenth Avenue South); thence northerly along said center line of Quint Street (formerly Q Street South) to a point, said point, being ninety and five hundredths (90.05) feet southerly from the southerly line of Arthur Avenue (formerly First Avenue South) and thirty-two (32) feet westerly at right angles from the easterly line of Quint street (formerly Q Street South); being on said center line of Quint Street (formerly Q Street South):

Running thence northeasterly on a curve concave to the east, having a radius of two hundred forty-two and fifteen hundredths (242.15) feet, a distance of ninety-one and sixty-one hundredths (91.61) feet to the southerly line of Arthur Avenue (formerly First Avenue South);

Continuing thence on the same curve, a distance of twenty-four and ninety-six hundredths (24.96) feet to a point in Arthur Avenue (formerly First Avenue South), said point being twenty-two and eighty-two hundredths (22.82) feet northerly from the southerly line of Arthur Avenue (formerly First Avenue South,) and four and fifty-eight hundredths (4.58) feet westerly from the northerly production of the easterly line of Quint Street (formerly Q Street South);

Thence northeasterly on a tangent to said curve, a distance of one hundred and ten and twenty-two hundredths (110.22) feet;

Thence on a curve concave to the left, having a radius of two hundred and twenty-nine and fifteen hundredths (229.15) feet, a distance of thirty (30) feet, more or less to a point in the northerly line of Arthur Avenue (formerly First Avenue South); said point being ninety-seven (97) feet, more or less westerly, measured along the northerly line of Arthur Avenue (formerly First Avenue South), from the westerly line of Kentucky Street;

Continuing thence on the same curve concave to the left, across private property to a point in the westerly line of Kentucky Street, said point being twenty-one and thirty-five hundredths (21.35) feet southerly, measured along said westerly line of Kentucky Street from the southerly line of Islais Street;

Continuing thence on the same curve concave to the left, a distance of one hundred and thirty-six and thirty-eight hundredths (136.38) feet to a point in the center line of Kentucky Street, said



point being forty-two (42) feet northerly, measured along said center line from the northerly line of Islais Street;

Thence northerly along the center line of Kentucky Street, a distance of one hundred and ninety-one (191) feet to its intersection with the center line of Tulare Street.

Thence on a curve concave to the right, having a radius of two hundred and forty-two and fifteen hundredths (242.15) feet, a distance of one hundred and forty and fourteen hundredths (140.14) feet to a point in the easterly line of Kentucky Street, said point being one hundred and thirty hundredths (100.30) feet northerly measured along said easterly line of Kentucky Street from the northerly line of Tulare Street;

Continuing thence across private property on curves and tangent as shown to a point in the westerly line of Illinois Street, said point being sixty-five and eighteen hundredths (65.18) feet southerly, measured along said westerly line of Illinois Street from the Southerly line of Marin Street;

Continuing thence on the same curve concave to the left, a distance of one hundred seventy-four and thirty-four hundredths (174.34) feet to a point in the center line of Illinois Street, said point being thirty-seven and forty-six hundredths (37.46) feet northerly, measured along said center line of Illinois Street from the northerly line of Marin Street;

Thence northerly along said center line of Illinois Street, one hundred and five and four hundredths (105.04) feet to a point on said center line.

Section 2. This Ordinance shall take effect sixty days after date of approval.



Book of Franchises, Page 248

SOUTHERN PACIFIC RAILROAD COMPANY AND THE CENTRAL PACIFIC  
RAILROAD COMPANY

Tracks.

The People of the City and County of San Francisco do ordain  
as follows:

Section 1. That the right is hereby granted to the Southern Pacific Railroad Company and the Central Pacific Railroad Company (successors to the Western Pacific Railroad Company), corporations duly authorized under the laws of the State of California, to use, during the pleasure of this Board, part of King Street, as herein-after described, and to that end the said companies are hereby granted the right to lay down and construct double or single tracks, from a point in King Street, between Third and Fourth Street; thence westerly to the intersection of King and Sixth Streets, crossing Fourth, Fifth and Sixth Streets; and to that end the said companies are hereby granted the right to lay down and construct their said roads, with a double or single track, at their option, and with proper and necessary turnouts and switches on, over and along the said street aforesaid, and during the said term to run and use their said cars, propelled by steam on, over and along the street aforesaid, for the whole length thereof, between the points aforesaid, using such iron and such materials in the construction of such road as to said Companies may seem fit, complying, however, with the provisions of the statute of this state in relation thereto; provided, however, the said Companies enjoying all the rights herein granted, shall not obstruct or hinder the free use of said street, as a public street or highway, beyond the use thereof, by running their cars, propelled by steam on, over and along the same as aforesaid.

And this grant is upon the following conditions: That the said Companies shall lay their tracks in conformity with the city grade, and that the said Companies shall thereafter, so long as they may continue to occupy said street, at their own cost and expense, keep the said street, for the space of four feet on each side of their tracks, and between the rails and tracks of the said Companies, for the whole length aforesaid in good order, condition and repair.





## SOUTHERN PACIFIC RAILROAD COMPANY

## Tracks.

The People of the City and County of San Francisco do ordain as follows:

Section 1. The right is hereby granted to the Southern Pacific Railroad Company, its successors and assigns to construct, lay down and maintain during the operation of its road from and after the date of the passage of this order a single or double standard gauge track for a steam railroad and run cars thereon along and upon the following-named streets in the city and county of San Francisco, to wit:

Beginning on Townsend Street at a point three hundred feet distant northeasterly from the northeasterly line of Seventh Street; thence on a curve southerly and southwesterly through private property and into Seventh Street; thence along Seventh Street to its intersection with Santa Clara Street; thence along Santa Clara Street to its intersection with Kentucky Street; thence curving to the right to an intersection with the existing track of said railroad company at or near the northerly line of Mariposa Street, near the intersection of said northerly line with the westerly line of Illinois Street.

And this grant is upon the following conditions: That the said company shall lay their tracks in conformity with the city grade and that the said company shall therefore, so long as it may continue to occupy said streets at its own cost and expense, keep the said streets, for the space of two feet on each side of its tracks and between the rails and tracks of said company, for the whole length aforesaid, in good order, condition and repair, with such material as the Board of Supervisors may order and require.



Book of Permits, 1907, 1908

PERMITS FOR THE RAILROAD COMPANY

The People of the City and County of San Francisco

Section 1. The right is hereby granted to the Railroad Company, its successors and assigns, to use and maintain during the operation of its line, from the site of the bridge of this order a single track for a gauge track for a steam railroad and run over the same and upon the following named streets in the city and county of San Francisco, to wit:

Beginning on Townsend Street at a point thirty feet from the northwesterly line of Townsend Street, and running easterly and southerly to the intersection of said street with Kentucky Street, and then southerly to an intersection with the existing track of the Railroad Company at or near the northwesterly line of Townsend Street, and then southerly along the northwesterly line of Townsend Street to the intersection of said street with the line of Townsend Street.

And this grant is upon the following conditions, to wit: That the said Railroad Company shall pay to the City and County of San Francisco, and that the said company shall be bound to occupy said streets at the time and manner herein provided, for the space of two feet on each side of the tracks and between the rails and tracks of said company, for the length aforesaid, in each street, condition and manner as the Board of Supervisors may order and determine.

## Book of Franchises, Page 252.

SOUTHERN PACIFIC RAILROAD COMPANY, ITS SUCCESSORS AND ASSIGNS  
Tracks.

Whereas, The right, privilege and franchise heretofore applied for by the Southern Pacific Railroad Company, and hereinafter set forth and described, has been submitted to public competition by the publication thereof in the San Francisco Daily Report, a daily newspaper of general circulation, printed and published in the city and county of San Francisco for ten successive days from and after the publication of the notice submitting the same; and whereas, twenty days have elapsed from and after the last day of publication of the said notice; and whereas the Southern Pacific Railroad Company, a corporation, has filed a bid or offer with this Board in the sum of ten (\$10) dollars, for the right, privilege and franchise herein-after set forth and described, the said Southern Pacific Railroad Company being the best and highest bidder therefor, which bid has been accepted; now, therefore,

The People of the City and County of San Francisco do ordain as follows:

Section 1. The right is hereby granted to the Southern Pacific Railroad Company, its successors and assigns, for fifty years from and after the passage hereof, to lay down, maintain and operate a single or double track street railroad, with all necessary switches and turnouts, across, along and upon the following named streets in the city and county of San Francisco, to-wit:

From a point on the main line of the Southern Pacific Railroad at the intersection of York and Division streets; thence along said Division Street to Sixteenth Street; thence across Sixteenth Street and along Harrison Street to an intersection with the main line of the Southern Pacific Railroad at a point between Sixteenth and Seventeenth Streets.

Section 2. This grant is made upon condition that the said grantee, its successors and assigns shall at all times strictly comply with the requirements imposed by law upon steam railroads operated across, along or upon streets and highways.

Section 3. This order shall take effect from and after the date of its passage and the Clerk is hereby directed to advertise this order as required by law.



SOUTHERN PACIFIC COMPANY AND ATCHISON, TOPEKA AND SANTA FE  
RAILWAY COMPANY

## Tracks.

Granting to the Southern Pacific Company, a railroad corporation, the right to use, in common with the Atchison, Topeka and Santa Fe Railway Company, certain railroad tracks on Sixteenth, Eighth, Fifteenth and Rhode Island Streets, in the City and County of San Francisco, which said Atchison, Topeka and Santa Fe Railway Company has, by Ordinance No. 1470 and Ordinance No. 1632 of the City and County of San Francisco, been authorized to construct, maintain and operate certain spur tracks on Seventh Street and on Sixteenth Street, and to connect the same with the tracks of said Atchison, Topeka and Santa Fe Railway Company on Sixteenth Street.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. The Southern Pacific Company, a railroad corporation, is hereby granted the right to use, in common with the Atchison, Topeka and Santa Fe Railway Company, those certain railroad by said Atchison, Topeka and Santa Fe Railway Company pursuant to authorization granted by Ordinance No. 1470 of the City and County of San Francisco, as follows:

Commencing at a point in the center of Sixteenth Street (formerly Center Street) about thirty-three (33) feet easterly from the easterly line of Texas Street, and running thence along said center line of Sixteenth Street (formerly Center Street) to a point twenty-five (25) feet more or less, west of the west line of Arkansas Street; thence along Eighth Street on a twenty-four (24) degree curve to the right three hundred and twenty (320) feet, more or less to point of reversion; thence on a fourteen (14) degree curve to the left three hundred and sixty (360) feet more or less, to point of compounding; thence on a sixteen (16) degree curve to the left one hundred and fifty (150) feet, more or less, to point tangent, said point being in the center of Fifteenth Street, eighty-five (85) feet, more or less, west of the west line of Carolina Street; thence westerly along the center line of Fifteenth Street to the east line of Rhode Island Street.

Also commencing at a point in the center line of Sixteenth Street, twenty-five (25) feet, more or less, westerly from the west line of Arkansas Street; thence westerly along the center line of Sixteenth Street to a point between Carolina and DeHaro Streets, said point being about one hundred (100) feet easterly from the easterly line of De Haro Street.



Section 2. The Southern Pacific Company is further granted permission to use, in common with the Atchison, Topeka and Santa Fe Railway Company, the following described part of that certain spur track which said Atchison, Topeka and Santa Fe Railway Company was authorized to construct, maintain and operate during the pleasure of the Board of Supervisors by Ordinance No. 1632 of the City and County of San Francisco, to-wit:

Commencing at a point in the existing franchise track of the Atchison, Topeka and Santa Fe Railway Company about two hundred (200) feet easterly from the east line of De Haro Street; thence curving westerly and northerly along Sixteenth Street and along Rhode Island Street to a point about three hundred and fifty (350) feet, more or less, southerly from the north line of Fifteenth Street; thence along Rhode Island Street parallel to the easterly line of Block 136, New Potrero, and across Fifteenth Street to an intersection with the northerly line of Fifteenth Street.

Section 3. Said Southern Pacific Company is also granted the right, during the pleasure of the Board of Supervisors, to construct, maintain and operate spur tracks, as follows:

Spur track No. 1 - Commencing at a point in the center line of the spur track of the Atchison, Topeka and Santa Fe Railway Company, constructed or to be constructed pursuant to permission granted by said Ordinance No. 1632, said point being situated on Rhode Island Street about three hundred and fifty (350) feet, more or less, southerly from the north line of Fifteenth Street and running thence southerly along said Rhode Island Street to the northerly line of Mariposa Street.

Spur Track No. 2 - Commencing at a point on the constructed line of railroad of the Southern Pacific Company on Seventh Street, between Pennsylvania Avenue and Mississippi Street, at a point about four (4) feet southeasterly from a point opposite the intersection of the easterly line of Mississippi Street with the southwesterly line of Seventh Street, and running thence on a curve in a general northwesterly and westerly direction along and upon Seventh Street and Sixteenth Street to a point in the center of Sixteenth Street about thirty-three (33) feet easterly from the easterly line of Texas Street, to a connection with the railroad track laid or to be laid by the Atchison, Topeka and Santa Fe Railway Company pursuant to authority granted by Ordinance No. 1470 of the City and County of San Francisco.

Section 4. The right to use in common with said Atchison, Topeka and Santa Fe Railway Company the railroad tracks hereinabove described, constructed or to be constructed pursuant to authority granted by Ordinance No. 1470 and Ordinance No. 1632, of the City and County of San Francisco, is granted to said Southern







Pacific Company upon condition that said Southern Pacific Company shall pay to said Atchison, Topeka and Santa Fe Railway Company one-half of the cost of construction and repair of said tracks and appurtenances so used in common, and one-half of the cost of street work required by said Ordinances Nos. 1470 and 1632, in so far as such cost affects said tracks so used in common. Said Southern Pacific Company, in operation of trains and cars upon said tracks authorized to be constructed by said Ordinance No. 1470, shall be governed by the provisions and conditions contained in Section 1 of said ordinance. Should said Atchison, Topeka and Santa Fe Railway Company be required by the City and County of San Francisco to shift its said tracks on Sixteenth Street, as provided by said Ordinance No. 1470, one-half of the cost thereof, in so far as tracks used in common are concerned, shall be paid by said Southern Pacific Company to said Atchison, Topeka and Santa Fe Railway Company.

Section 5. In the construction and placing of said spur track No. 1 and said spur track No. 2, described in Section 3 of this Ordinance, the Southern Pacific Company shall act in strict accordance with the provisions of Subdivision 9, Section 9, Chapter 1 of Article VI of the Charter of the City and County of San Francisco. Said Southern Pacific Company shall also pave and keep in repair the space between the rails and for two feet on each side of said spur tracks, as required by Ordinance No. 719, approved May 15, 1903.

Section 6. The Atchison, Topeka and Santa Fe Railway Company shall have the right to use said spur track No. 1 and said spur track No. 2, or either thereof, in common with said Southern Pacific Company, upon payment by it to said Southern Pacific Company of one-half of the cost of construction and repair thereof and one-half of the cost of street work pertaining thereto, required by this Ordinance.

Section 7. This Ordinance shall take effect and be in force from and after its passage.



SOUTHERN PACIFIC CO.

Bill 2760 Ord. 2683 N.S.  
March 23, 1914

40 years from date

A grant to construct, maintain, and operate railroad tracks under, over, and along certain streets. All necessary side tracks, turnouts, switches, crossings, spur tracks, yard tracks, depot tracks, and terminal tracks and facilities.

First: Beginning at four points in the existing passenger train double tracks and freight train double tracks of said Southern Pacific Company at or near the intersection of Seventh and Berry Streets; thence in a northerly direction on a curve to the right, crossing Berry Street with five tracks, into and across yards and property of the Southern Pacific Company, crossing King Street in a northerly direction on a curve to the right with five tracks; crossing Sixth Street between Townsend and King Streets with twenty-one tracks; crossing Fifth Street, between Townsend and King Streets with twenty-two tracks; and crossing Fourth Street between Townsend and King Streets with fourteen tracks.

Second: Beginning at two points in the existing freight train double tracks in the southeasterly line of Berry Street near Seventh Street; thence in a northerly direction on a curve to the right, crossing Berry Street with two tracks, across the yards and property of the Southern Pacific Company to the southeasterly line of King Street between Sixth and Seventh Streets; thence northeasterly along King Street; crossing Sixth and Fifth Streets with two tracks; thence continuing along King Street in a northeasterly direction, crossing Fourth Street with three tracks, to the southwesterly line of Third Street; also a cross-over track connecting the said tracks on King Street with tracks on the property of the Southern Pacific Company in the block bounded by Berry, King, Third and Fourth Streets, said cross-over extending in a southwesterly direction across King Street from a point near Third Street to a point in the southeasterly line of said King Street approximately 300 feet southwesterly thereon from the southwesterly line of Third Street; also a single or double track cross-over connecting the said tracks on King Street with tracks on the property of the Southern Pacific Company in the block bounded by King, Berry, Sixth and Seventh Streets, extending in a southerly direction across King Street and Sixth Street from a point approximately one hundred and seventy feet northeasterly from the northeasterly line of Sixth Street



to a point near the south corner of King and Sixth Streets.

Third: Also tracks beginning at two points in the existing freight train double tracks in Channel Street near Seventh Street; thence in a northerly direction on a curve to the right into and across the yards and property of the Southern Pacific Company, crossing Berry Street between Sixth and Seventh Streets with five tracks; crossing Sixth Street between Berry and King Streets with eight tracks; crossing Fifth Street between Berry and King Streets with nine tracks; crossing Fourth Street between Berry and King Streets with eleven tracks. Also a single or double track crossover extending in a westerly direction across King Street from a point in the southeasterly line thereof distant thereon approximately 190 feet southwesterly from the southwesterly line of Fourth Street, to a point in the northwesterly line of King Street approximately four hundred feet southwesterly from the southwesterly line of Fourth Street.

Fourth: Also tracks beginning at two points in the existing freight train tracks near the intersection of Seventh and Channel Streets; thence in a northerly direction on a curve to the right, crossing Channel street with two tracks into and across the yards and property of the Southern Pacific Company; thence continuing in a northeasterly direction, crossing Sixth Street, between Berry and Channel Streets, with seven tracks; Fifth Street between Berry and Channel Streets with seven tracks; Fourth Street between Berry and Channel Streets, with seven tracks; thence into private property of said Southern Pacific Company.

Fifth: Also tracks beginning at three points in the existing tracks in private property at their intersection with the southerly line of Division Street between Kansas Street and Vermont Street; thence northeasterly on a curve to the left crossing Division Street with three tracks into and along Townsend Street; thence northeasterly along Townsend Street crossing Eighth Street with three tracks, Seventh Street with four tracks, Sixth Street with two tracks, Fifth Street with two tracks and Fourth Street with one track into and upon property of the Southern Pacific Company near the northerly corner of Fourth and Townsend Streets.

Of the above described tracks on Townsend Street one track shall be laid with the center line of track thirteen feet northwesterly from and parallel with the southeasterly line





of Townsend street, and the other track shall be laid with the center line of track twenty-one feet six inches southeasterly from and parallel with the northwesterly line of Townsend street between Eighth Street and Fourth Street, so that there shall be a distance of forty-eight feet between the center line of tracks; the City and County of San Francisco reserves the right to grant permission to any company to lay down tracks or to construct a municipal railway in the strip left vacant between the tracks of the Southern Pacific Company on Townsend Street at any time in the future upon undertaking to keep said thirty-nine foot strip in repair.

Sixth: Also a single or double track beginning at a point in the last above mentioned tracks at or near the intersection of Division and Townsend Streets; thence easterly on a curve to the right crossing Division Street with one track; crossing Eighth Street with two tracks, into and across the yards and property of the Southern Pacific Company, crossing King Street between Seventh and Division Streets in an easterly direction with two tracks, crossing Berry Street between Seventh and DeHaro Streets with two tracks; thence continuing in an easterly direction and connecting with the existing passenger train double tracks on Seventh Street near its intersection with Channel Street.

Seventh: Also upon and along Jewett Street; and across any and all intervening streets, lanes, avenues, alleys, places, and properties along the route of the tracks described in the foregoing paragraphs.

Section 2. - The foregoing rights, privileges and easements are hereby granted upon the following terms, conditions, and obligations all and each of which are hereby consented and agreed to by and on behalf of said Southern Pacific Company, its successors and assigns, viz.:

a. Fourth Street and all other public streets mentioned herein shall remain open public streets subject to public use, except that Fourth Street may be temporarily closed to permit the arrival and departure of trains at the depot at Third and Townsend Streets when trains are too long to be accommodated in the space between such depot and Fourth Street. A flagman shall always be stationed at Fourth and Townsend Streets and at Fourth and King Streets; and at such other street crossings as may hereafter be designated by the Board of Supervisors of the City and County of San Francisco.





b. A street is to be opened to public use, of the same width as Fourth Street, distant one hundred eighty-seven and one-half feet southwesterly therefrom and parallel thereto to extend from Townsend to Berry Street, and a flagman is to be stationed at either end thereof.

c. The Southern Pacific Company shall, when directed by the Board of Supervisors, erect umbrella sheds across Fourth Street paralleling its main line tracks, the same to be constructed so as to offer the least possible obstruction to traffic, and to be so constructed and maintained to the satisfaction of the Board of Public Works or such other department of the government of the City and County as may have control of its public streets.

d. The said Southern Pacific Company shall, within one year from the date of taking effect of this ordinance, construct with approaches a steel frame passageway or viaduct sufficient to accommodate pedestrian traffic over the roadway of Fourth Street from Townsend Street to King Street, elevated a distance to permit the passage of trains thereunder, such location and construction to be according to plans and specifications approved by the Board of Public Works and shall be maintained by said Southern Pacific Company to the satisfaction of said Board or other department of the government of the City and County having control of its public streets.

e. The grantee of this franchise, its successors and assigns, shall furnish and maintain such street lights in addition to those ordinarily maintained by the City as may be reasonably necessary upon and along those portions of the various streets in which the railroad tracks hereinabove described shall be constructed.

It shall be the duty of said Southern Pacific Company (in addition to the Charter requirements), to keep in repair the streets crossed by said tracks between Townsend and Channel streets, and from and including Fourth Street to and including Sixth Street (except that portion of Fourth Street required to be kept in repair by the United Railroads of San Francisco; and also Eighth Street between Townsend Street and Division Street; it being understood that this should not apply to Berry Street between Third Street and the point midway between Sixth and Seventh Streets.



f. The tracks of said Railway Company shall be laid flush with the level of the street wherever the same shall have been graded, so as to offer as little obstruction as practicable to the crossing thereof of vehicles; and it is provided further that nothing in this Ordinance shall be construed so as to prevent the proper authorities of the said City and County of San Francisco from maintaining and exercising the same jurisdiction over the streets, and portions of streets, covered by this franchise which they are, or shall be, authorized hereafter by law to exercise over public streets in said City and County of San Francisco.

g. Said Southern Pacific Company, its successors or assigns, shall lay and maintain all the tracks of said railroad on Townsend Street, and on all other streets on which such tracks run upon and along the same, flush with the surface of said streets, with rails of approved, grooved, girder type, where and when directed by the Board of Public Works, whenever the same is or shall be graded to the official grade and in such manner as to offer as little obstruction as practicable to the free use thereof by the public and by vehicles.

h. Upon a failure to fully observe the conditions herein imposed, after thirty days' notice from the Board of Supervisors, all rights, privileges and easements herein granted shall cease and terminate.

i. Whenever so directed by the Board of Supervisors, said Southern Pacific Company, its successors or assigns, shall grade, curb, and pave to official grade such of said streets or portions of said streets as may be legally required of it under the provisions of the Charter or the street improvement laws, and that no objection shall be interposed by the said Southern Pacific Company, to such grading, curbing, paving, or other work or improvement; and the said Southern Pacific Company, in consideration of this grant, hereby waives its right to object, as a property owner or otherwise, to the doing of any such grading, curbing, paving or other work or improvement, provided the Board of Supervisors gives the said Company six months' notice of its intention to require such grading, curbing, paving or other proposed improvement.



Sec. 3. In case the property of the grantee erected or maintained in the streets herein named shall ever be acquired or sought to be acquired by any governmental or public authority, no value on account of any right or privilege herein granted shall be claimed by or paid to the grantee, but all such rights and privileges shall pass to such governmental authority as successors in interest to said grantee subject to the conditions herein set forth; and no value shall attach to any right or privilege herein granted or be asserted or claimed by said grantee for rate fixing purposes.

Sec. 4. No right, privilege or easement here granted shall be construed as an abrogation of the police powers of the City and County or as a relinquishment of such control over its streets and thoroughfares as may be necessary to be exercised at any time to promote the public safety and convenience, and all Ordinances now in effect or that may be hereafter enacted relating to the public streets shall be given full force and effect.

Sec. 5. The rights hereby granted are upon the express conditions prescribed in and by the Charter of the City and County of San Francisco, and especially in and by Subdivision 28 of Section 1, Chapter II, Article II, thereof. The character and general arrangement of all structures herein referred to, the materials of which they are to be built, and all work of whatsoever kind or character done under this franchise upon public streets or highways, shall be subject to the approval of the Board of Public Works of said City and County of San Francisco, except to the extent that such authority is vested in the Railroad Commission of California.

Sec. 6. This franchise shall be accepted by a resolution of the Board of Directors of said Southern Pacific Company, and filed in the office of the Clerk of the Supervisors before any right under this Ordinance shall be exercised.

Sec. 7. This Ordinance shall go into effect upon the expiration of sixty days from the date it becomes final either (a) by approval of the Mayor, (b) without his approval by the expiration of the time prescribed by the Charter of the City and County of San Francisco within which the Mayor may disapprove it, or (c) by its passage by the Board of Supervisors over the objections of the Mayor in the event of such disapproval.





DECEMBER 17, 1923

GRANTING PERMISSION, REVOCABLE AT WILL OF THE BOARD OF SUPERVISORS, TO THE SOUTHERN PACIFIC COMPANY TO OPERATE WITH STEAM LOCOMOTIVES AND CARS OVER THE TRACKS BELONGING TO THE CITY AND COUNTY OF SAN FRANCISCO, FORMERLY THE PROPERTY OF THE OCEAN SHORE RAILWAY COMPANY AS HEREINAFTER DESCRIBED.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. Permission, revocable at will of the Board of Supervisors, is hereby granted to the Southern Pacific Company to operate with steam locomotives and cars over the tracks belonging to the City and County of San Francisco, formerly the property of the Ocean Shore Railway Company, as follows:

BEGINNING at the point of intersection of the center line of the Municipal Railway track on Twelfth Street, formerly known as Ocean Shore Railway with the southerly line of Harrison Street; thence in a southerly direction along said center line of track on a curve to the right to a point on the westerly line of Florida Street, said point being distant northerly 370 feet, more or less, from the northerly line of Alameda Street; thence continuing in a southerly direction along Florida Street, crossing Division, Alameda, Fifteenth, Sixteenth and Seventeenth Streets, to a point distant northerly 147 feet, more or less, from the northerly line of Mariposa Street; thence on a curve to the left having a radius of 189.025 feet a distance of 137 feet, more or less, to a point on the easterly line of Florida Street, said point being distant northerly 22 feet, more or less, from the northerly line of Mariposa Street; thence continuing on said curve in a southeasterly direction through private property to a point on the northerly line of Mariposa Street, said point being distant easterly 25 feet, more or less, from the easterly line of Florida Street; thence continuing on said curve in an easterly direction a distance of 115 feet, more or less, to end of curve; thence along Mariposa Street crossing Bryant Street to a point that is 48 feet, more or less, westerly from the westerly line of Hampshire Street; thence on a curve to the right having a radius of 191.122 feet, crossing Hampshire Street to a point on the easterly line of Hampshire Street, said point being distant southerly 17 feet, more or less, from the southerly line of Mariposa Street.

Also beginning at a point on the center line of existing track on Florida Street, said point being distant

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AND IS NOT TO BE RELEASED TO THE PUBLIC  
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IT IS THE POLICY OF THE DEPARTMENT OF THE ARMY  
TO MAINTAIN THE CONFIDENTIALITY OF THE  
INFORMATION CONTAINED HEREIN

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easterly 32 feet, more or less, from the westerly line of Florida Street and distant northerly 4 feet, more or less, from the northerly line of Sixteenth Street; thence in a northerly direction on a curve to the right for a distance of 131.5 feet, more or less, to a point of reverse curve; thence on a curve to the left for a distance of 131.6 feet, more or less, to a point said point being distant westerly 7.4 feet from the easterly line of Florida Street and distant southerly 130 feet, more or less, from the southerly line of Fifteenth Street; thence in a northerly direction parallel to and distant westerly 7.4 feet at right angles from the easterly line of Florida Street crossing Fifteenth Street for a distance of 315 feet, more or less.

Also beginning at a point in Florida Street, said point being distant westerly 7.4 feet from the easterly line of Florida Street and distant southerly 130 feet, more or less, from the southerly line of Fifteenth Street; thence in a southerly direction parallel to and distant westerly 7.4 feet at right angles to the easterly line of Florida Street for a distance of 269 feet, more or less.

Also beginning at a point in Florida Street, said point being distant easterly 32 feet, more or less, from the westerly line of Florida Street and distant northerly 227 feet, more or less, from the northerly line of Alameda Street; thence in a northerly direction in a curve to the left for a distance of 560 feet to a connection with the first above described track.

Also beginning at a point in Florida Street, said point being distant easterly 20 feet, more or less, from the westerly line of Florida Street and distant northerly 343 feet, more or less, from the northerly line of Alameda Street; thence in a northerly direction on a curve to the left for a distance of 470 feet, more or less, to a point on the southerly line of Harrison Street, said point being distant westerly 190 feet from the westerly line of Eleventh Street.

Said permission is granted subject to the provisions of Ordinance No. 69 (New Series) of the Board of Supervisors approved October 12, 1906, and the provisions and conditions of Section 8 thereof are hereby specifically contained in the permit hereby granted, and shall be construed as a part thereof as complete as though the same were written in this Ordinance.

Provided, that Southern Pacific Company shall erect and maintain all night lighted arc lamps to be placed where directed by the Lighting Committee of the Board of Supervisors.

Section 2. This Ordinance shall take effect immediately. passed December 17, 1923.



PROVIDING FOR AND REGULATING THE USE OF CERTAIN RAILROAD TRACKS OWNED BY THE CITY AND COUNTY OF SAN FRANCISCO WHICH WERE FORMERLY OWNED BY THE OCEAN SHORE RAILWAY COMPANY AND LYING BETWEEN THE INTERSECTIONS OF HARRISON AND TWELFTH STREETS AND MARIPOSA AND FLORIDA STREETS, BY THE OWNERS OR LESSEES OF PROPERTY ADJACENT AS A CONNECTING RAILWAY LINE BETWEEN SPUR TRACKS CONNECTED THEREWITH AND THE INTERSECTING LINES OF A RAILROAD ENTERING THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. WHEREAS, The City and County of San Francisco is now the owner of certain railroad tracks, formerly owned by the Ocean Shore Railway Company, extending from the intersection of Twelfth and Harrison Streets and connecting with and crossing the lines of the Southern Pacific Company to the intersection of Mariposa and Florida Streets, which tracks reverted to the City and County of San Francisco upon the abandonment of service by the Ocean Shore Railway Company and the forfeiture of its rights under the terms of franchises heretofore granted said company by the City and County; and

WHEREAS, The industrial development of the district through which said tracks extend between the southeasterly line of Harrison Street and Twelfth Street and the intersection of Florida and Mariposa Streets demands the establishment of spur tracks connecting the properties abutting on the streets in which the said railway tracks are laid with the said tracks of the City and County, thereby permitting freight cars to be transported within said limits, either by means of steam locomotives or other motive-power, from the lines of any intersecting railway company whose lines enter the City and County and over the said tracks belonging to the City and County, and thence over spur tracks connecting therewith to and into the properties abutting on said streets, and,

WHEREAS, The City at this time does not desire to operate cars over said tracks for the purpose of maintaining or operating a railway for furnishing freight railway service, and it would not be advisable, profitable or beneficial for the City to tear up the said tracks now laid on the streets or on intervening lands between the intersection of Harrison and Twelfth Street and the intersection of Mariposa and Florida Streets, or to sell or dispose of, or otherwise use the materials in such tracks.

Section 2. THEREFORE, It is hereby declared to be the policy of the City and County of San Francisco, during the will





of the Board to permit the owners or lessees of real property abutting on any of the streets upon which the said tracks now owned by the City and County between the southeasterly line of Harrison Street and Twelfth Street, and the intersection of Mariposa and Florida Streets are laid, to use, subject to all the conditions herein expressed, or such as may be hereafter prescribed, the said tracks now owned by the City and County between said limits as a connecting railroad line between the existing railroad line of the Southern Pacific Company which intersects such tracks, or the intersecting line of any other railroad company entering the City and County of San Francisco, and the individual spur tracks now connected with or which may hereafter, on permits duly granted by this Board, be connected with said spur tracks of the City and County, provided, however, that no spur track permit shall hereafter be granted to any applicant permitting the construction and operation of a spur track connecting the premises of such applicant with the said tracks of the City and County, and permitting the operation of cars to and from such spur track over the said tracks of the City and County to and connecting with an intersecting line of an operating railroad entering the City and County, nor shall the owner or holder of any spur track permit heretofore granted for the construction of a spur track connection between any such adjoining property and the said tracks now owned by the City and County, be permitted to continue to hold such permit for the construction and operation of a spur track except upon the condition that such owners or holders of spur track permits shall keep the said tracks of the City and County connecting such spur tracks with the lines of an operating railroad company which enters the City and County in good condition and repair, and also keep the pavement on the portion of the streets occupied by such tracks and for two feet on either side thereof, in good condition and repair; and all of the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the construction and repair of the tracks, street and pavement are hereby specifically made applicable to such City owned tracks to the same extent as such provisions are applicable to the construction and maintenance of spur tracks.

Section 3. Any spur track permit which has been or may be granted for connection with the said tracks owned by the City and County may be revoked at any time for failure or refusal of the owner or holder thereof to pay his proportionate share of the cost of maintaining and repairing such City and County tracks, and the portion of the streets occupied thereby and the pavement between such tracks and for two feet on either side thereof.

Section 4. All the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the operation of cars over spur tracks are hereby specifically made applicable to the operation of cars over





the said tracks of the City and County within said limits and the freight cars of any railroad which has track connections in the City and County of San Francisco with an operating railway shall, upon demand of any person, firm or corporation for whose use or benefit any spur track connecting with such City and County tracks is operated, be transported over such City and County tracks and placed upon the individual spurs so demanding such service.

Section 5. Nothing in this Ordinance shall be construed as granting any franchise to any railroad company to operate its cars or locomotives over the said tracks of the City and County or as granting to any railroad company a right not to be enjoyed by any other railroad company whose lines now or hereafter may enter the City and County and intersect or connect with the said tracks of the City and County.

Section 6. Nothing in this Ordinance shall be construed as preventing the City and County of San Francisco from hereafter revoking the right of any or all owners or holders of spur track permits connecting with the said tracks of the City and County to continue to use the said tracks of the City and County as a connecting line between said spur tracks and the lines of any operating railroad company.

Section 7. Ordinance No. 5917 (New Series) is hereby repealed.

Section 8. This Ordinance shall take effect immediately.

Finally Passed: Board of Supervisors, San Francisco,  
December 17, 1923.



PROVIDING FOR AND REGULATING THE USE OF CERTAIN RAILROAD TRACKS OWNED BY THE CITY AND COUNTY OF SAN FRANCISCO WHICH WERE FORMERLY OWNED BY THE OCEAN SHORE RAILWAY COMPANY AND LOCATED IN TWELFTH STREET AND LYING BETWEEN THE SOUTHEASTERLY LINE OF HARRISON STREET AND THE SOUTHEASTERLY LINE OF HOWARD STREET, BY THE OWNERS OR LESSEES OF PROPERTY ADJACENT AS A CONNECTING RAILWAY LINE BETWEEN SPUR TRACKS CONNECTED THEREWITH AND THE INTERSECTING LINES OF A RAILROAD ENTERING THE CITY AND COUNTY OF SAN FRANCISCO.

Be it ordained by the People of the City and County of San Francisco as follows:

1. WHEREAS, the City and County of San Francisco is now the owner of certain railroad tracks formerly owned by the Ocean Shore Railway Company located in Twelfth Street and lying between the southeasterly line of Harrison Street and the southeasterly line of Howard Street, connecting with the lines of the Southern Pacific Company, which tracks reverted to the City and County of San Francisco upon the abandonment of service by the Ocean Shore Railway Company and the forfeiture of its rights under the terms of franchise heretofore granted said company by the City and County; and

WHEREAS the industrial development of the district through which said tracks extend between the southeasterly line of Harrison Street and the southeasterly line of Howard Street demands the establishment of spur tracks connecting the properties abutting on the streets in which the said railway tracks are laid with the said tracks of the City and County, thereby permitting freight cars to be transported within said limits either by means of steam locomotives or other motive power from the lines of any intersecting railway company whose lines enter the City and County of San Francisco over the said tracks belonging to the City and County, and thence over spur tracks connecting therewith to and into the properties abutting on said streets, and

WHEREAS, the City at this time does not desire to operate cars over said tracks for the purpose of maintaining or operating a railway for furnishing freight railway service and it would not be advisable, profitable or beneficial for the City to tear up the said tracks now laid on the streets or on intervening lands between the southeasterly line of Harrison St. and the southeasterly line of Howard Street or to sell or dispose of, or otherwise use the materials in such tracks.

2. Therefore, it is hereby declared to be the policy of the City and County of San Francisco, during the will of the Board, to permit the owners or lessees of real property abutting



Ordinance No. 6511 (cont'd)

on any of the streets upon which the said tracks now owned by the City and County between the southeasterly line of Harrison Street and the southeasterly line of Howard Street are laid, to use, subject to all the conditions herein expressed, or such as may be hereafter prescribed, the said tracks now owned by the City and County between said limits as a connecting railroad between the existing railroad line of the Southern Pacific Company which intersects such tracks, or the intersecting line of any other railroad company entering the City and County of San Francisco, and the individual spur tracks now connected with or which may hereafter, on permits duly granted by this Board, be connected with said spur tracks of the City and County, provided, however, that no spur track permit shall hereafter be granted to any applicant permitting the construction and operation of a spur track connecting the premises of such applicant with the said tracks of the City and County, and permitting the operation of cars to and from such spur track over the said tracks of the City and County to and connecting with an intersecting line of an operating railroad entering the City and County, nor shall the owner or holder of any spur track permit heretofore granted for the construction of a spur track connection between any such adjoining property and the said tracks now owned by the City and County, be permitted to continue to hold such permit for the construction and operation of a spur track except upon the condition that such owners or holders of spur track permits shall keep the said tracks of the City and County connecting such spur tracks with the lines of an operating railroad company which enters the City and County in good condition and repair, and also keep the pavement on the portion of the streets occupied by such tracks, and for two feet on either side thereof, in good condition and repair; and all of the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco, approved October 12, 1906, relative to the construction and repair of the tracks, street and pavement are hereby specifically made applicable to such City owned tracks to the same extent as such provisions are applicable to the construction and maintenance of spur tracks.

3. Any spur track permit which has been or may be granted for connection with the said tracks owned by the City and County may be revoked at any time for failure or refusal of the owner or holder thereof to pay his proportionate share of the cost of maintaining and repairing such City and County tracks, and the portion of the streets occupied thereby and the pavement between such tracks and for two feet on either side thereof.

4. All the provisions of Ordinance No. 69 (New Series) of the City and County of San Francisco approved October 12, 1906, relative to the operation of cars over spur tracks are hereby specifically made applicable to the operation of cars over said tracks of the City and County within said limits and the freight







cars of any railroad which has track connections in the City and County of San Francisco with an operating railway shall, upon demand of any person, firm or corporation for whose use or benefit any spur track connecting with such City and County tracks is operated be transported over such City and County tracks and placed upon the individual spurs so demanding such service.

5. Nothing in this Ordinance shall be construed as granting any franchise to any railroad company to operate its cars or locomotives over the said tracks of the City and County, or as granting to any railroad company a right not to be enjoyed by any other railroad company whose lines now or hereafter may enter the City and County and intersect or connect with the said tracks of the City and County.

6. Nothing in this Ordinance shall be construed as preventing the City and County of San Francisco from hereafter revoking the right of any or all owners or holders of spur track permits connecting with the said tracks of the City and County to continue to use the said tracks of the City and County as a connecting line between said spur tracks and the lines of any operating railroad company.

7. This Ordinance shall take effect immediately.

Finally Passed: Board of Supervisors, San Francisco, Feb. 2, 1925.



STEAM RAILROAD FRANCHISES

SPECIAL OBLIGATIONS

Atchison, Topeka & Santa Fe Railway Co.

Order No. 159 (Second Series) Approved February 8, 1899 - Book of Franchises, p. 276.

Crossing BRYANT STREET - MAIN TO SPEAR STREETS

Must conform to City grades at own expense. At own expense, 2 feet either side of rails and between tracks and rails must be maintained always in good order over full length.

46 Years from February 26, 1899. Expires February 26, 1945

Order No. 230 (Second Series) Approved November 10, 1899 - Book of Franchises, p. 278.

Crossing BRYANT STREET - SPEAR TO MAIN STREETS

Must conform to City grades at own expense. At own expense, 2 feet either side of rails and between tracks and rails must be maintained always in good order over full length.

45 Years from February 26, 1900. Expires February 26, 1945

Ordinance No. 260. Approved April 4, 1901. - Book of Franchises, p. 280.

ILLINOIS STREET from N.L. 4th STREET to N.L. ARTHUR AVENUE

Grant to construct and right of way. For either single or double track at company's expense. All electric locomotives may be substituted for steam after one years written notice or such other less objectionable motive power. No cars or locomotives to stand upon Illinois Street at any time, day or night, no freight to be received or discharged from any car upon the street and not to be used for yard purposes. The railroad at any time when required by resolution of the Board of Supervisors shall construct a drawbridge across Islais Creek sufficient to accommodate travel, also any other drawbridge required by the Board of Supervisors over any other channel which exists now or may hereafter exist. Lay its tracks to grade where street has been graded and shall pave same when and in the manner required by the Board of Public Works. After street has been paved and if the railroad company neglects to maintain right of way for three months, rights granted are rescinded and any and all obstructions shall be removed at the company's expense.

45 Years from February 26, 1900. Expires February 26, 1945.

See Ordinance 2398 N.S., August 12, 1913 for Joint Track Usage.

GREEN RAILROAD RAILROAD

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Ordinance No. 270. Approved April 12, 1901 - Book of Franchises, P.283.

ILLINOIS STREET from MARIN STREET SOUTHERLY ON A CURVE TO 3rd STREET and QUINT STREET, thence along QUINT STREET to OAKDALE AVENUE

No freight to be discharged and track not to be used as a yard. Company to construct drawbridge at Islais Creek at any time at request of Board of Supervisors. Must maintain right of way; if not after three months rights shall cease. Must pave when and in manner prescribed by Board of Public Works. Expense of filling to be borne by company over own right of way including 2 feet outside of tracks.

45 Years from February 26, 1900. Expires February 26, 1945

Ordinance No. 296. Approved May 16, 1901. -Book of Franchises, p.286

BRYANT STREET between MAIN and SPEAR STREETS - 12 tracks to cross.

Right to construct provided that company build and maintain the following area:

Commencing at a point on the northwesterly line of Bryant Street, distant 65 feet from the northwesterly corner of Bryant and Spear Streets, thence southwesterly along the northwesterly line of Bryant Street 220 feet to a point 10 feet from the northeasterly line of Main and Bryant Streets; thence at right angles southeasterly 75 feet to the median line of Bryant Street; thence at right angles northeasterly along the median line of Bryant Street 220 feet; thence at right angles northwesterly 75 feet to point of beginning.

45 Years from February 26, 1900. Expires February 26, 1945

Ordinance No. 338 Approved July 31, 1901- Book of Franchises, p.292.

4th STREET--GEORGIA AND MICHIGAN STREETS

Company to construct, pave and keep in repair from curb to curb in such a manner as prescribed by Board of Supervisors. Common use of said tracks by any and all railroads.

44 Years from February 26, 1901. Expires February 26, 1945

Resolution No. 2141 - Approved December 27, 1901 - Book of Franchises, p. 296

19TH STREET between IOWA and TENNESSEE STREETS

Provide and maintain a safe and practicable way for foot passengers along 19th Street between Iowa and Tennessee Streets.

Approved April 10, 1901 - Book of Regulations

Article 1. The purpose of this organization is to promote the interests of the people of the United States and to secure the best results of their labor.

Section 1. The organization shall be known as the National Union of Laborers and shall have for its object the promotion of the interests of the people of the United States and the securing of the best results of their labor.

Section 2. The organization shall be organized into local unions in every city, town, and village.

Section 3. The organization shall be organized into local unions in every city, town, and village.

Section 4. The organization shall be organized into local unions in every city, town, and village.

Section 5. The organization shall be organized into local unions in every city, town, and village.

Section 6. The organization shall be organized into local unions in every city, town, and village.

Section 7. The organization shall be organized into local unions in every city, town, and village.

Section 8. The organization shall be organized into local unions in every city, town, and village.

Section 9. The organization shall be organized into local unions in every city, town, and village.

Section 10. The organization shall be organized into local unions in every city, town, and village.

Section 11. The organization shall be organized into local unions in every city, town, and village.

Section 12. The organization shall be organized into local unions in every city, town, and village.

Section 13. The organization shall be organized into local unions in every city, town, and village.

Section 14. The organization shall be organized into local unions in every city, town, and village.



Also erect and maintain a foot bridge crossing above all tracks on Indiana Street. Erect and maintain such fences, gates and barriers as may in the judgment of the Board of Public Works be necessary for public protection against dangers incident to the slopes of the excavations.

Resolution No. 2690      Approved    June 20, 1902 - Book of Franchises,  
p. 297

20th STREET - IOWA to TENNESSEE STREETS

IOWA and 20TH STREETS

Construct and maintain temporary foot bridge and permanent wagon and foot bridge at least 33 feet in width over and along 20th Street from Iowa to Tennessee Streets at least 22 feet of such bridge to be used as roadway for vehicles and the remaining width for use of pedestrians.

Erect and maintain a substantial stairway on 20th Street easterly from easterly line of Iowa Street and running to lower grade plane on 20th Street between Iowa and Indiana Streets.

Erect and maintain such fences, gates and barriers as may in the judgment of the Department of Public Works be necessary for public protection with particular reference to the easterly line of Iowa Street between 22nd and Mariposa Streets.

Term of maintenance during life of franchise for Indiana Street - Expires February 26, 1945.

Resolution No. 2705      Approved June 20, 1902 - Book of Franchises,  
p. 298

18TH and INDIANA STREETS

Excavate below grade on 18th Street, 100 feet easterly from Indiana Street. Steel viaduct on 18th St., work to be completed in five years by June 20, 1907.

Maintenance of bridge    Expires February 26, 1945

Resolution No. 2921 - 4th Series -    Approved June 9, 1899 - Book of  
Franchises, p. 299.

SPEAR STREET - HARRISON to BRYANT STREETS

Pave sidewalk with basalt blocks.





Ordinance No. 363 Approved September 24, 1901 - Book of Franchises,  
p.299.

SPEAR STREET, BRYANT STREET, MAIN STREET

To pave with basalt blocks for improvement of terminal.  
To use sidewalks to facilitate approach of teams to the terminal.

Ordinance No. 412 Approved December 16, 1901 - Book of Franchises,  
p.301

ILLINOIS STREET, 26th STREET, 25TH STREET, INDIANA STREET, IOWA STREET, etc. to 17TH STREET

PRIVATE RIGHT OF WAY

To construct tracks and run trains.

To not blockade streets. To substitute electricity for steam within one year after notice being given to do so.

Not allow car or locomotive to stand upon or receive or discharge freight from cars upon 25th St. (formerly Yolo Street) or Iowa Street.

44 Years from February 26, 1901. Expires February 26, 1945

Ordinance No. 1470 Approved May 4, 1905 - Book of Franchises, p.305

INDIANA STREET, 16TH STREET, 7TH STREET, 8TH STREET and 15TH STREET

To construct tracks and run trains.

To not blockade streets. To substitute electricity for steam within one year after notice being given to do so. Supervisors right by written notice to restrict moving of cars between 6 P.M. and 6 A.M.

Not allow car or locomotive to stand upon any of streets described and in streets between Indiana and Rhode Island Streets, or receive or discharge freight from cars standing on streets included in this franchise.

Railway company construct and maintain roadway pavement for a distance of 50 feet upon each side of its tracks where the same crosses streets.

44 Years from May 4, 1905. Expires May 4, 1949

Resolution No. 2712 Approved July 2, 1902 - Book of Franchises,  
p.309

To construct drawbridge across Channel Street at foot of Third Street, cost of \$70,000, to become property of City and County of San Francisco.



## SAN FRANCISCO &amp; SAN JOAQUIN VALLEY RAILWAY COMPANY

Book of Franchises, p. 280

## Railroad.

Providing for a grant to the San Francisco & San Joaquin Valley Railway Company (a corporation) of a right of way and the right to construct and operate a railroad along and upon Illinois Street, from the North line of Fourth Street to the North line of First Avenue, South, in the City and County of San Francisco.

Be it ordained by the People of the City and County of San Francisco as follows:

Section 1. That the right of way be and is hereby granted unto the San Francisco & San Joaquin Valley Railway Company, a corporation duly organized under the laws of the State of California, being a steam railroad having fifty miles of road actually constructed, and not a street railway to use for the term of forty-five (45) years from the twenty-sixth day of February A.D. 1900 (being the unexpired term of the corporate franchise of said railway company), the street hereinafter named and described, and to that end the said railway company is hereby granted the right to construct, lay down, maintain and operate by steam or other power a single or double track of standard gauge, being about four (4) feet nine (9) inches gauge, which, if a double track, is to be placed so that the space between the two inner lines of rails shall not exceed seven (7) feet apart and said rails shall be placed at equal distances on each side of the center line of the street known as Illinois Street, from the north line of Fourth Street, to the north line of First Avenue South with all necessary side tracks, switches and curves therefor, for the necessary conduct of the business of said company.

That for the purpose of this franchise the space of seventy-five (75) feet to the west of the Central Basin, reserved for the use of said basin and under the jurisdiction of the Board of State Harbor Commissioners, shall not be deemed to form a portion of said street.

The right is hereby granted to the said railway company to lay down and construct its said road on, over and along the portion of said Illinois Street aforesaid, and during said term to run and use its cars propelled by steam or other power, over and along said Illinois Street, between the points aforesaid, using such material in the construction of said road as said company may deem fit, complying, however, with the provisions of the statutes of this State, ordinances of the city and county and regulations of the Board of Public Works in relation thereto in such manner that said company shall not obstruct or hinder the free use of said Illinois Street as a public street or highway beyond the use thereof by running its cars propelled by steam or other power on, over and along the





said Illinois Street as aforesaid, as authorized by this ordinance. And provided further, that the company agrees, that if at any time during the term of this franchise the city decides that the operation of steam locomotives is not desirable within the city limits, that upon written notice of not less than one year to that effect being served upon the company, the company agrees to withdraw all such steam locomotives and substitute electricity or some other less objectionable motive power. And the company further agrees that it shall not allow any car or locomotive to stand upon Illinois Street at any time, day or night, and that no freight shall be received or discharged from any car while upon the street, it being the express understanding that this franchise is granted for the purpose of moving cars along said street, to reach certain points, and the right to use the street or any portion thereof for "yard" purposes is absolutely prohibited.

This ordinance is granted upon the express conditions prescribed in the Charter of the City and County and especially in and subject to the provisions of Subdivision 28 of Section 1, Chapter II, Article II, of the said Charter.

This franchise is granted subject to the following other and additional conditions:

That said railway company will, at any time when required by Resolution of the Board of Supervisors of the City and County of San Francisco, construct a drawbridge across the waterway known upon the official map of the City and County of San Francisco as Islais Creek Channel sufficient to accommodate the travel upon said street, or any other drawbridges that may be required by said Board of Supervisors, over any other channel which exists now or may hereafter exist. The same to be built under the supervision and to the satisfaction of the Board of Public Works.

That said company shall lay its tracks in conformity with the city grades on all parts of said Illinois street between the points hereinbefore mentioned that shall have been graded and shall pave the same when and in the manner required by the Board of Public Works, and in case the said company at any time neglects for a period of three (3) months to put in order and repair the said Illinois Street after the same shall have been paved then in such case the rights herein granted shall cease and determine as to such portion so neglected, and the municipal authorities of the City and County of San Francisco shall be empowered then and thereafter to remove all obstructions from such portion of said street at the expense of said railway company.

If at any time the proper authorities determine that Illinois Street shall be filled in, then the said company agrees to bear such proportion of the expense incurred in such work in filling said street as the space occupied by said railway and for two feet on each side thereof bears to the entire width of the street.

The Board of Supervisors of the City and County of San Francisco hereby declares that the common use of said tracks within





the meaning of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter means any and all railroads contemplated by said section seeking common use and as a condition of this franchise the grantee accepts this condition.

Section 2. The tracks of said company shall be laid flush with the level of the street wherever the same shall have been graded, so as to offer as little obstruction as practicable to the crossing thereof by vehicles; and provided, further, that nothing in this ordinance shall be construed so as to prevent the proper authorities of said City and County from maintaining and exercising the same jurisdiction and authority over the said Illinois Street which they are or shall be authorized hereafter by law to exercise over public streets of said city and county.

Said railway company must commence the construction of said work and fully complete the same within two (2) years from the passage of this ordinance, but the construction of a single track upon said Illinois Street between the points hereinbefore mentioned shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of the San Francisco and San Joaquin Valley Railway Company to comply with the conditions as to the time of commencement and completion of the work as herein specified, then and in that event all rights and privileges granted under the provisions of this ordinance and the franchise shall cease and determine.

Section 3. If said San Francisco and San Joaquin Valley Railway Company should ever by or through any corporate act on the part of said San Francisco and San Joaquin Valley Railway Company grant, assign or lease or in any manner dispose of this franchise, or allow to any other common carrier the use of the right of way hereby granted, except as provided by Subdivision 28, Section 1, Chapter II, Article II, of the Charter of the City and County of San Francisco, then and in any of said events the franchise hereby granted shall cease and determine, and all rights and privileges thereunder shall be forfeited.

But it is understood and agreed that the foregoing provision shall not apply to any sale, transfer or assignment to the Atchison, Topeka and Santa Fe Railway Company, pursuant to Section 494 of the Civil Code of California.

Section 4. This ordinance shall take effect and be in force from and after its passage.



## SAN FRANCISCO AND SAN JOAQUIN VALLEY RAILWAY COMPANY

## Railroad

Providing for a grant to the San Francisco and San Joaquin Valley Railway Company (A Corporation) of a right-of-way and the right to construct and operate a railroad from a point in Illinois Street, near Marin Street, thence southerly on a curve to a point in Kentucky Street on the center line of Q Street South, formerly Tombigbee Street; thence southerly along said center line of Q Street South, formerly Tombigbee Street, to the southerly line of First Avenue South; thence southerly along said center of Q Street south, formerly Tombigbee Street, to the Northerly line of Fifteenth Avenue South, in the City and County of San Francisco.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. That the right-of-way be and is hereby granted unto the San Francisco and San Joaquin Valley Railway Company, a corporation, duly organized under the laws of the State of California, being a steam railroad having fifty miles of road actually constructed, and not a street railway, to use for the term of forty-five (45) years from the twenty-sixth day of February, A.D. 1900 (being the unexpired term of the corporate franchise of said railway company) the street hereinafter named and described, and to that end the said railway company is hereby granted the right to construct, lay down, maintain and operate by steam or other power a single or double track of standard gauge being about four (4) feet nine (9) inches gauge, which, if a double track, is to be placed so that the space between the two inner lines of rails shall not exceed seven (7) feet apart and said rails shall be placed at equal distances on each side of the center line of the street, as follows:

For a single-track railway the center line of which is described as follows: Commencing at a point in the center of Illinois Street, said point being two hundred and eight and five-tenths (208.5) feet northerly (measured along the center of Illinois Street) from the southerly line of Marin Street; thence running southerly on a curve to the right with a radius of eleven hundred and forty-six and three-tenths (1146.3) feet, a distance of seven hundred and ninety-seven and three-tenths (797.3) feet to a point in Kentucky Street situated on the center line of Q Street South, formerly Tombigbee Street produced, northerly and distant four hundred and fifty-nine and seven-tenths (459.7) feet (measured along said line produced from the south line of First Avenue South; thence running southerly along said center line of Q Street South; formerly Tombigbee Street produced,) a distance of four hundred and fifty-nine and seven-tenths (459.7) feet to the southerly line of First Avenue South; thence running southerly along the center line



of Q Street South, formerly Tombigbee Street, to the northerly line of Fifteenth Avenue South, with all necessary side tracks, switches and curves therefor for the necessary conduct of the business of said company.

The right is hereby granted to the said railway company to lay down and construct its said road on, over and along the portion of said Q Street South, formerly Tombigbee Street, aforesaid, and during said term to run and use its cars, propelled by steam or other power, over and along said Q Street South, formerly Tombigbee Street, between the points aforesaid, using such material in the construction of said road as said company may deem fit, complying, however, with the provisions of the statutes of this State, ordinances of the City and County, and regulations of the Board of Public Works in relation thereto, in such manner that said company shall not obstruct or hinder the free use of said Q Street South, formerly Tombigbee Street, as a public street or highway beyond the use thereof by running its cars propelled by steam or other power on, over and along the said Q Street South, formerly Tombigbee Street, as aforesaid, as authorized by this ordinance. And provided, further, that the company agrees that if at any time during the term of this franchise the city decided that the operation of steam locomotives is not desirable within the city limits, that upon written notice of not less than one year to that effect being served upon the company, the company agrees to withdraw all such steam locomotives and substitute electricity or some other less objectionable motive power. And the company further agrees that it shall not allow any car or locomotive to stand upon Q Street South, formerly Tombigbee Street, at any time, day or night, and that no freight shall be received or discharged from any car while upon the street, it being the express understanding that this franchise is granted for the purpose of moving cars along said street to reach certain points, and the right to use the street or any portion thereof for "yard" purposes is absolutely prohibited.

This ordinance is granted upon the express conditions prescribed in the Charter of the City and County, and especially in and subject to the provisions of Subdivision 28 of Section 1, Chapter II, Article II, of the said Charter.

This franchise is granted subject to the following other and additional conditions:

That said railway company will, at any time when required by resolution of the Board of Supervisors of the City and County of San Francisco, construct a drawbridge across the waterway known upon the official map of the City and County of San Francisco as Islais Creek Channel sufficient to accommodate the travel upon said street, or any other drawbridges that may be required by said Board of Supervisors over any other channel which exists now or may hereafter exist. The same to be built under the supervision and to the satisfaction of the Board of Public Works; provided that the permission to cross Islais Creek by drawbridge or otherwise as contained in this franchise shall not become available until the San Francisco and San Joaquin Railway Company, its successors or assigns, shall have filed an abandonment of all rights to a crossing of said Islais



[illegible]

Creek on the line of Illinois Street.

That said company shall lay its tracks in conformity with the city grades on all parts of said Q Street South, formerly Tombigbee Street, between the points hereinbefore mentioned that shall have been graded and shall pave the same when and in the manner required by the Board of Public Works, and in case the said company at any time neglects for a period of three (3) months to put in order and repair the said Q Street South, formerly Tombigbee Street, after the same shall have been paved, then in such case the rights herein granted shall cease and determine as to such portion so neglected, and the municipal authorities of the City and County of San Francisco shall be empowered then and thereafter to remove all obstructions from such portion of said street at the expense of said railway company.

If at any time the proper authorities determine that Q Street South, formerly Tombigbee Street, shall be filled in, then the said company agrees to bear such proportion of the expense incurred in such work in filling said street as the space occupied by said railway and for two (2) feet on each side thereof bears to the entire width of the street.

The Board of Supervisors of the City and County of San Francisco hereby declares that the common use of said tracks within the meaning of Subdivision 28 of Section 1, Chapter II, Article II, of the Charter means any and all railroads contemplated by said section seeking common use and as a condition of this franchise the grantee accepts this condition.

Section 2. The tracks of said company shall be laid flush with the level of the street wherever the same shall be graded, so as to offer as little obstruction as practicable to the crossing thereof by vehicles; and, provided further, that nothing in this ordinance shall be construed so as to prevent the proper authorities of said City and County from maintaining and exercising the same jurisdiction and authority over the said Q Street South, formerly Tombigbee Street, which they are or shall be authorized hereafter by law to exercise over public streets of said city and county.

Said railway company must commence the construction of said work and fully complete the same within two (2) years from the passage of this ordinance, and the construction of a single track upon said Q Street South, formerly Tombigbee Street, between the points hereinbefore mentioned shall be deemed to be a sufficient compliance with this requirement. In case of failure or neglect on the part of the San Francisco and San Joaquin Valley Railway Company to comply with the conditions as to the time of commencement and completion of the work as herein specified, then and in that event all rights and privileges granted under the provisions of this ordinance and the franchise shall cease and determine.





Section 3. If said the San Francisco and San Joaquin Valley Railway Company should ever by or through any corporate act on the part of said the San Francisco and San Joaquin Valley Railway Company grant, assign or lease or in any manner dispose of this franchise, or allow to any other common carrier the use of the right-of-way hereby granted, except as provided by Subdivision 28, Section 1, Chapter II, Article II of the Charter of the City and County of San Francisco, then and in any of said events the franchise hereby granted shall cease and determine, and all rights and privileges thereunder shall be forfeited. But it is understood and agreed that the foregoing provision shall not apply to any sale, transfer or assignment to the Atchison, Topeka and Santa Fe Railway Company, pursuant to Section 494 of the Civil Code of California.

Section 4. This ordinance shall take effect and be in force from and after its passage.

Ordinance No. 2399 (Amends Ordinance No. 270). See no change.  
August 11, 1913.



ATCHISON, TOPEKA & SANTA FE RY. CO.

44 years from February 26, 1901

Tracks.

Commencing at a point on the center line of west track on Illinois Street as per franchise Bill No. 171 said point being 26.28 feet south of the north line of 26th Street. Crossing 26th Street, Illinois Street, 3d Street at 25th Street; along 25th Street to west of Indiana Street; thence to Iowa Street through block 333; thence easterly along Iowa Street to 22d Street; Crossing 22d Street and across Block 337 to Indiana Street; thence along Indiana Street to Mariposa Street.

See franchise for true description.

The Company agrees that it shall not allow any car or locomotive to stand upon any part of 25th Street or Iowa Street. No freight shall be received or discharged from any car while upon 25th or Iowa Street.

The said Company shall lay its tracks in conformity with the city grades on all streets or parts of streets covered by this franchise that shall have been graded and shall pave the same when and in the manner required by the Department of Public Works; and in case the said Company at any time neglects for a period of 3 months to put in order and repair the streets or parts of streets covered by this franchise after the same shall have been paved then in such case the rights granted shall cease.



ORD. 1470

May 4, 1905

Book of Franchises Page 305

44 years from May 4, 1905.

ATCHISON, TOPEKA & SANTA FE RY CO.

To construct, lay down, maintain, operate.

From a point in the center line of the westerly track on Indiana Street, as granted by bill 461, ordinance 412 December 12, 1901. Said point being 33 feet  $\pm$  north from 18th Street.

Commencing at a point in the center line of the westerly track on Indiana Street, as granted to the Atchison, Topeka & Santa Fe Railway Company by Bill number four hundred and sixty-one (461), Ordinance number four hundred and twelve (412), approved December 20, A.D. 1901, said point being thirty-three (33) feet, more or less, northerly of the north line of Eighteenth Street (formerly Solano Street); thence on an eighteen (18) degree and twenty (20) minute curve, more or less, to the left across Indiana Street, crossing Potrero Nuevo, block three hundred and forty-one (341), Iowa Street, and the north twenty-five (25) feet of Potrero Nuevo block three hundred and sixteen (316); thence on a twenty (20) degree curve, more or less, to the right, crossing Pennsylvania Avenue at its intersection with Mariposa Street and entering Potrero Nuevo block three hundred and six (306) twelve (12) feet, more or less, westerly from the northwest corner of Pennsylvania Avenue and Mariposa Street; thence northerly across Potrero Nuevo block three hundred and six (306) and Seventeenth street (formerly Santa Clara Street) ninety (90) feet, more or less, west of Pennsylvania Avenue; thence curving to the left on a fourteen (14) degree and twenty (20) minute curve, more or less, across Potrero Nuevo block three hundred and seven (307) and entering Seventh Street one hundred and thirty-five (135) feet, more or less, southeasterly from the southeast corner of Mississippi and Seventh Streets; thence continuing on said curve to the left on Seventh street, distant about twenty (20) feet, more or less, from the southwesterly line of Seventh street, at the east line of Mississippi street and entering Sixteenth street (formerly Center Street) on a twenty (20) degree curve, more or less, four (4) feet, more or less, from the northeast corner of Potrero Nuevo block two hundred and seventy-eight (278) feet; thence continuing on said curve to the left along Sixteenth street (formerly Center street) to point tangent, said point being in the center of Sixteenth street (formerly Center Street)





ORD 1470 Contd.

and fifty-seven (57) feet, more or less, east of the easterly line of Texas Street; thence along said center line of Sixteenth street (formerly Center Street) to a point twenty-five (25) feet, more or less, west of the west line of Arkansas street; thence along Eighth street on a twenty-four (24) degree curve to the right three hundred and twenty (320) feet, more or less, to point of reversion; thence on a fourteen (14) degree curve to the left three hundred and sixty (360) feet, more or less, to point of compounding; thence on a sixteen (16) degree curve to the left one hundred and fifty (150) feet, more or less, to point tangent, said point being in the center of Fifteenth street, eighty-five (85) feet, more or less, west of the west line of Carolina street; thence westerly along the center line of Fifteenth street to the east line of Rhode Island street.

Spur Track No. 1 Commencing at a point in the center line of the hereinbefore described track twenty-five (25) feet, more or less, westerly from the west line of Arkansas Street; thence westerly along the center line of Sixteenth street (formerly Center Street) to the east line of DeHaro street.

Company further agrees that it shall not allow any car or locomotive to stand upon any part of the streets described and lying in the streets between Indiana and Rhode Island streets; and that no freight shall be received or discharged from any car while upon said line.

The railway company shall lay its tracks in conformity with the city grades on all streets and parts of streets covered by this franchise that shall have been graded and shall pave the same when, and in the manner, required by the Department of Public Works and in case the said company at any time neglects for a period of 3 months to put in order and repair the streets or parts of streets, covered by this franchise after the same shall have been paved, then in such cases the rights herein granted shall cease.



Ord. 1470 Contd.

If 16th Street be widened by the city the position of the track thereon shall be shifted to the new center line of said street.

That if hereafter the city shall grant to any other company, a franchise for a double track on portions of 16th street, hereby covered, then the track of the railway company shall be shifted to a line  $6\frac{1}{2}$  feet from the center line of 16th street.

The company shall construct and maintain the roadway pavement for a distance of 50 feet upon each side of its tracks where the same cross streets.



STEAM RAILROAD FRANCHISES  
SPECIAL OBLIGATIONS  
WESTERN PACIFIC RAILWAY COMPANY

Ordinance No. 582 N.S. Approved October 23, 1908 Book of Franchises  
page 341

MISSISSIPPI STREET - bet. 22d & 23d STREETS.

Construct and maintain, at its own expense, a bridge or viaduct to carry Mississippi Street over tracks of said railroad. Roadway to be 34 feet and sidewalk of 8 feet on each side.

TEXAS AND 22d STREETS.

Construct and maintain at its own expense bridge or viaduct to carry streets over tracks. Roadway to be 34 feet and sidewalk of 8 feet on each side.

In case said streets are diverted from their present location and constructed upon a location that shall cross railroad over the tunnel thereof, said streets shall be located and constructed in accordance with plans approved by the Department of Public Works.

3D ST. bet. 25TH & 26TH STREETS - WISCONSIN and 18TH STREETS.  
ALAMEDA and VERMONT STREETS - 8TH STREET bet. BRANNAN & TOWNSEND STS.

Board of Supervisors may require Western Pacific to construct a viaduct across Third St. for the passage of vehicles and pedestrians over the tracks between 25th and 26th Streets.

Board of Supervisors may require W.P. to construct a viaduct on any one street to be designated by said Board between the crossing by said railroad of Wisconsin and 18th Street and the crossing of said railroad of Alameda and Vermont St. both of said crossings included for the passage of vehicles and pedestrians over the tracks.

Board of Supervisors shall have the right after the extension of 8th St. southeasterly from Division St. across Potrero Blocks 168 and 170 to Carolina and 15th Sts. to require the Western Pacific to construct a viaduct on 8th St. for passage of vehicles and pedestrians over the tracks between Brannan and Townsend Sts.

Western Pacific shall grade, curb, pave and keep in repair, all streets crossed by said Western Pacific at grade from curb to curb and between two lines, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points 10 feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track. In general, unless otherwise prescribed, all bridges or viaducts required shall be of steel or iron with abutments and piers of either concrete, masonry, iron or



steel. in case it shall be necessary for the purpose of constructing any viaduct or viaducts herein required to widen the streets upon which the same are placed, such greater widths shall be considered as included in said street and the easement.

For 50 years from October 23, 1908 - EXPIRES Oct. 23, 1958

The following ordinances granted to the Ocean Shore Railway Company covered routes part of which were taken over by the City and County of San Francisco and part of which covered routes, the rights and privileges for which were afterwards granted to the Western Pacific Railroad Co. and therefore are not now applicable:

No. 1623                      approved                      Oct. 5, 1905

No. 758 (N.S.) (not approved) effective May 10, 1909

No. 1808                      approved                      Apr. 2, 1906

see also Book 27, Official Records, Recorders Office for Construction of Evans Ave. Bridge and Widening of Army St.

Ordinance No. 5502    Approved Dec. 6, 1921.

ILLINOIS ST. at 26TH ST., thence through private property across 3D St. to point on westerly side 25 feet south of southerly line of Army St. thence across private property to Connecticut Street crossing public streets thence across private property crossing JERROLD AVENUE entering BARNEVELD AVENUE and LOOMIS ST. to a point 140 feet north of the northerly line of WATERLOO ST.

Also various spur tracks listed under spur track lists.

Is not an exclusive right but provides for use with any other railroad, each company paying an equal portion of the construction and repair of tracks used jointly.

Use of rights, etc. subject to regulation by Board of Supervisors and other public authority as may have authority.

Rights of other roads to have cars switched by W.P. R.R. on these lines.

Western Pacific Railroad shall construct and maintain tracks crossing any street at grade with approved girder type rail. Shall grade, curb, pave and keep in repair with such material as may be prescribed by the proper authorities all streets crossed at grade from curb to curb and between two lines, one on each side of said railroad and drawn at right angles to the direction of the street at points 10 feet beyond the intersection of the curb lines by the center line of the track of said railroad or in the case of more than one track, the center line of the outside track of said railroad. Nothing in this ordinance shall prevent proper authorities from having same jurisdiction over streets and portion thereof covered by



It will be necessary for the Bureau to conduct a survey of the situation in the various States and Territories in order to determine the extent of the problem and the need for action. It is suggested that the Bureau should first determine the extent of the problem in the various States and Territories and then determine the need for action.

The Bureau should first determine the extent of the problem in the various States and Territories and then determine the need for action. It is suggested that the Bureau should first determine the extent of the problem in the various States and Territories and then determine the need for action.

Approved: \_\_\_\_\_  
Special Agent in Charge

No. 758 (N.S.) (Not approved) effective 10-1-19

Approved: \_\_\_\_\_  
Special Agent in Charge

Approved: \_\_\_\_\_  
Special Agent in Charge

Approved: \_\_\_\_\_  
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Special Agent in Charge

Approved: \_\_\_\_\_  
Special Agent in Charge

this franchise which they have or shall hereafter be authorized by law to exercise over the public streets of said City and County.

Said Western Pacific shall when required by Resolution of Board of Supervisors station and maintain signal men and gates or such other means of protection at grade crossings at streets as may be required by the Board of Supervisors.

No train, car or locomotive be allowed to stand on any street or street crossing along the route for storage or loading and unloading, it being expressly understood that the rights, etc. of this franchise as regards streets and crossings of streets is for moving cars and the use for yard or terminal purposes is strictly prohibited.

50 Years from Dec. 6, 1921

EXPIRES Dec. 6, 1971.



## WESTERN PACIFIC RAILWAY

50 years from October 23, 1908

A railroad together with all the main tracks, spur tracks, slip tracks, switch tracks, side tracks, crossings, slip switches, freight and passenger depots, and other appendages and adjuncts of said railroad that may be required from time to time during the term of this grant, for the convenient use and operation of the same upon, along, and over a route described as follows:

Beginning at the Water Front of said city and county of San Francisco, on the Bay of San Francisco, between Twenty-fourth street and Twenty-sixth street, and running thence westerly between said streets and across the intervening blocks, streets, alleys and public places to the west line of Michigan street, between the south line of Twenty-fifth street and a point 200 feet southerly therefrom; thence westerly across the northerly half of the tier of blocks between Twenty-fifth street and Twenty-sixth street and across the intervening blocks, streets, alleys and public places to the easterly line of Iowa Street; thence on a curve to the northwest, across Iowa and Twenty-fifth streets at or near the intersection thereof; thence northwesterly across the block bounded by Twenty-fifth, Twenty-third, Iowa Streets and Pennsylvania Avenue; thence northwesterly across Pennsylvania Avenue, between a line drawn parallel to and one hundred feet distant northerly from the northerly line of Twenty-third street and a line drawn parallel to the southerly line of Twenty-third street and 200 feet distant southerly therefrom; and across Twenty-third street, between the easterly line of Pennsylvania avenue and a line drawn parallel to the westerly line of Pennsylvania avenue and distant 100 feet westerly therefrom; thence northwesterly across Potrero Block 299; thence northwesterly across and beneath Mississippi street, between Twenty-second and Twenty-third streets by means of a subway or subways; thence northwesterly across the block bounded by Twenty-third, Twenty-second, Texas and Mississippi streets; thence northwesterly across and beneath Texas and Twenty-second streets at or near the intersection thereof by means of a subway or subways;



thence northwesterly to a point in Potrero Block 265; thence northwesterly by means of a tunnel or tunnels beginning in said Potrero Block 265 and running across and underneath Missouri street, across and underneath the block bounded by Connecticut, Missouri, Twenty-second, and Twentieth streets, across and underneath Connecticut, and Twentieth streets at or near the intersection thereof, across and underneath Potrero Block 231, across and underneath Arkansas and Nineteenth streets, at or near the intersection thereof, to a point in Potrero Block 209, and the end of said tunnel or tunnels; thence continuing northwesterly across said Block 209; thence northwesterly across Wisconsin and Eighteenth streets, at or near the intersection thereof; thence northwesterly across Potrero Block 199; thence northwesterly across Carolina and Mari-posa streets, at or near the intersection thereof; thence northwesterly across Potrero Block 173; thence northwesterly across DeHaro and Seventeenth Streets at or near the intersection thereof; thence northwesterly across Potrero Block 165; thence northwesterly across Rhode Island and Sixteenth Streets, at or near the intersection thereof; thence northwesterly across Potrero Block 136; thence northwesterly across Kansas and Fifteenth streets, at or near the intersection thereof; thence northwesterly across Potrero Block 132; thence northwesterly across Vermont and Alameda streets, at or near the intersection thereof; thence northwesterly across Potrero Block 99; thence northwesterly across Division street; thence across the block bounded by Brannan, Eighth, Townsend, Division and Ninth streets; thence northeasterly across Eighth street, between the southeasterly line of Brannan street and a line drawn parallel thereto and 275 feet distant at right angles southeasterly therefrom; thence northeasterly across the block bounded by eighth, Brannan, Seventh and Townsend streets, to the northeasterly line of said block; also extending from said block bounded by Brannan, Eighth, Townsend, Division and Ninth streets northwesterly across Brannan street, between the northeasterly line of Ninth street and a line drawn parallel thereto and distant 275 feet at right angles northeasterly therefrom, and across the block bounded by Ninth, Bryant, Eighth and Brannan streets to the northwesterly line of said block; said railroad to cross all of the streets crossed by it in





accordance with said route at the official grade of said streets save and except those streets within the limits of said tunnels or subways hereinbefore mentioned, which said last mentioned streets said railroad shall pass underneath by means of a tunnel or tunnels, or other subway or subways.

II. That the right, privilege, permission and franchise hereby granted is granted upon the following conditions, to wit:

(a) That said Western Pacific Railway Company, its successors in interest or assigns, shall at the time of the construction of said railroad, construct and thereafter maintain, at its own expense, a good and sufficient bridge, viaduct or other structure for the purpose of carrying Mississippi street across and over the tracks of said railroad at the point of crossing thereof hereinbefore mentioned, said street to be so carried across and over said railroad by said bridge, viaduct or other structure upon the present official grade of said street with a roadway width of thirty-four (34) feet and a sidewalk on each side of eight (8) feet in width, and said bridge, viaduct or other structure to be constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco. That said Western Pacific Railway Co. its successors in interest or assigns, shall at the time of the construction of said railroad, either construct and thereafter maintain at its own expense good and sufficient bridges, viaducts or other structures for the purpose of carrying Texas street and Twenty-second street across and over the tracks of said railroad at the points of crossing thereof hereinbefore mentioned, or shall divert said streets from their present location and construct the same on a location that shall cross said railroad of the Western Pacific Railway Company over the tunnel of said company hereinbefore mentioned. In case said streets are carried across and over the tracks of said railroad at points of crossing thereof hereinbefore mentioned, said streets shall be so carried across and over said railroad by bridges, viaducts or other structures upon the present official grades of said streets, with roadway and sidewalks



the same as herein provided for the crossing of Mississippi street, and said bridges, viaducts or other structures shall be constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco. In case said streets are diverted from their present location and constructed upon a location that shall cross said railroad of the Western Pacific Railway Company over the tunnel thereof, said streets shall be located and constructed in accordance with plans first submitted to and approved by the Board of Public Works of the said city and county of San Francisco.

(b) That the Board of Supervisors of said city and county of San Francisco shall have the right at any time after July 1, 1915, to require said Western Pacific Ry. Co. its successors in interest or assigns, to construct a good and sufficient viaduct on Kentucky street for the passage of vehicles and pedestrians over the tracks of said railroad crossing of said street, the expense thereof to be borne as the said Board of Supervisors may prescribe, either by said Western Pacific Railway Company, its successors in interest or assigns, exclusively, or by said Western Pacific Railway Company, its successors in interest or assigns, and such other persons and corporations, exclusive of said city and county of San Francisco, as will be benefited by the construction of said viaduct. Said viaduct shall be constructed according to plans first submitted to and approved by the Board of Public Works of said city and county of San Francisco.

That the Board of Supervisors of said city and county of San Francisco shall have the right, at any time after July 1, 1915, to require said Western Pacific Railway Co. its successors in interest or assigns, to construct a good and sufficient viaduct on any one street to be designated by said Board between the crossing by said railroad of Wisconsin and Eighteenth streets and the crossing of said railroad of Alameda and Vermont streets, both of said crossings included, for the passage of vehicles and pedestrians over the tracks of said railroad, the expense thereof to be borne as said Board of Supervisors may prescribe, either by said Western Pacific Railway Co. its successors in interest or assigns exclusively, or by said Western Pacific Co., its successors in interest or assigns, and such other persons or corporations exclusively of said city and county of San Francisco as will be benefited by

The first of these is the fact that the  
government has been unable to raise the  
necessary funds to meet its obligations.  
This is due to a number of factors, including  
the fact that the government has been unable to  
raise the necessary funds to meet its obligations.  
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raise the necessary funds to meet its obligations.

The fourth of these is the fact that the  
government has been unable to raise the  
necessary funds to meet its obligations.

the construction of said viaduct. Said viaduct shall be constructed according to plans first submitted to and approved by said Board of Public Works of said city and county of San Francisco.

That said Board of Supervisors shall also have the right at any time after July 1, 1915, and after the extension of Eighth street southeasterly from Division street across Potrero Blocks 168 and 170, to Carolina street or Fifteenth street, to require said Western Pacific Railway Co., its successors in interest or assigns, to construct a good and sufficient viaduct on Eighth street for the passage of vehicles and pedestrians over the tracks of said railroad crossing Eighth street, between Brannan and Townsend streets, the expenses thereof appertaining to the portion of said viaduct from the southeast line of Brannan street to the northwest line of Townsend street to be borne exclusively by said Western Pacific Railway Co., its successors in interest or assigns, and the expense thereof appertaining to the remainder of said viaduct to be borne, as the said Board of Supervisors may prescribe, either by the said city and county of San Francisco or by such other persons and corporations, exclusive of said Western Pacific Railway Co., its successors in interest or assigns, as may be benefited by said viaduct or by said city and county of San Francisco and such other persons and corporations. Said viaduct shall be constructed according to plans first submitted to and approved by the Board of Public Works of said city and county of San Francisco.

Western Pacific Railway Co. its successors in interest or assigns, shall grade, curb, pave and keep in repair, in such manner and with such material as may from time to time, be prescribed by the proper authorities of said city and county of San Francisco, all streets crossed by said railroad at grade from curb to curb and between two lines, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points ten (10) feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track of said railroad.



(i) That no train, car or locomotive shall be allowed to stand on any street or street crossing at grade along the route of said railroad either for storage or for the purpose of being loaded or unloaded.

(j) ..... The nature and character of the tracks and pavements on all streets occupied or cross by said railroad and on all viaducts herein provided for carrying streets and sidewalks shall be as prescribed by said Board of Public Works or other proper authorities of said city and county, and in general, unless otherwise so prescribed, said tracks shall be of grooved girder rails of nine inches in depth and said pavements shall be of basalt blocks laid on concrete and grouted with hot asphalt and gravel as prescribed in the standard specifications for this type of pavement, and also unless otherwise so prescribed the roadway of bridges or viaducts and the approaches thereto shall be of the same material. Also in general, unless otherwise prescribed, all bridges or viaducts required hereunder shall be of steel or iron with abutments and piers of either concrete, masonry, iron or steel and the abutments shall be placed back of the street line and the piers or columns within six inches of the curb line and parallel thereto and if approved by the Board of Public Works, or other proper authorities of said city and county of San Francisco, in the middle of the street.

In case it shall be necessary for the purpose of constructing any viaduct or viaducts herein required to widen the streets upon which the same are placed, such greater width shall be considered as included in said streets and the easement for such greater width shall be acquired and ceded to said city and county of San Francisco and the expense of such acquisition and cession shall be considered as a part of the expense of the construction of said viaduct and shall be borne in the manner in which it is herein provided that the expense of the construction of the particular viaduct by reason of which such easement is required is to be borne.





THE WESTERN PACIFIC RAILROAD CO.

Bill 5844 · Ord. 5502 N.S. Dec.6, 1921

50 years from Dec. 6, 1921

Granted right to construct, maintain, and operate single or double track along, across, over, and under necessary poles, feed, trolley, guy, stay and controlling wires, overhead construction connecting tracks, wye tracks, side tracks, turnouts, curves, switches, crossings, spur tracks, yard tracks, depot tracks, terminal tracks, depots, stations, buildings, machine shops and facilities.

Commencing at a point in the northerly half of Potrero Nueva block 440 and running thence westerly and southerly on a curve to the left across Michigan street and across Potrero Nuevo Block No. 433 to a point in Illinois street at the intersection thereof with Twenty-sixth street on the easterly side of the joint tracks of the Southern Pacific Company and Atchison, Topeka and Santa Fe Railway Company on said Illinois street; thence in a straight line diagonally southerly across said tracks to a point in Illinois street on the west side of said tracks; thence southerly and westerly on a curve to the right across Potrero Nuevo Block No. 403, across Army Street, across the northwest corner of Potrero Nuevo Block No. 402 and across 3rd street to a point in Potrero Nuevo Block No. 399 on the westerly side of said 3rd street twenty-five feet south of the point of intersection thereof with the southerly line of Army street; thence across private property westerly, parallel to and immediately south of Army street to Connecticut street, crossing Tennessee, Minnesota, Indiana and Iowa streets, Pennsylvania avenue, Mississippi, Texas, Missouri and Connecticut streets at grade; thence across private property by curve to the left and tangent to Orleans street at its intersection with Norman street, crossing Arkansas, Wisconsin, Carolina, DeHar, Mazzini, Norman and Orleans streets at grade; thence across private property by curve to the left crossing Jerrold avenue, formerly Luck street, at grade, and entering Barneveld avenue near the southerly line of said Jerrold avenue; thence along Barneveld avenue and Loomis street at grade to a point on the westerly side of said Loomis street approximately 140 feet north, measured along the westerly line of Loomis street from the intersection thereof with the northerly line of Waterloo street.



Also a connecting track from said last described track to the joint tracks of the Southern Pacific Company and the Atchison, Topeka and Santa Fe Railway Company on Illinois street in the following manner:

Commencing at a point of connection with said joint tracks at a point on Illinois street between Army street and Marin street and running thence northerly on Illinois Street on the easterly side of said joint tracks to a connection with the tracks of The Western Pacific Railroad Company first hereinabove described at or near the intersection of Illinois street with Twenty-sixth street.

Also a connecting track from the said premises and tracks of The Western Pacific Railroad Company first hereinabove described to said joint tracks of the Southern Pacific Company and the Atchison, Topeka and Santa Fe Railway Company in the following manner:

Commencing at a point of connection with said joint tracks on Illinois street between Twenty-fifth street and Twenty-sixth street and running thence southerly on Illinois street on the easterly side of said joint tracks to a connection with the tracks of the Western Pacific Railroad Company first hereinabove described at or near the point of intersection of Illinois street with Twenty-sixth street.

Also a spur track leaving the premises and tracks of the Western Pacific Railroad Company first hereinabove described on private property at a point approximately 480 feet east of Jerrold avenue, measured along the said track first hereinabove described; thence across private property by curve to the right and tangent thereto, crossing Marin street at grade; thence across private property to a point on the southerly line of Army street approximately 165 feet distant, measured easterly along said southerly line of Army street, from the easterly line of San Bruno avenue.

Also a spur track connecting with the last above described spur track on private property at a point approximately 230 feet south of Marin street, measured along said last described spur track; thence in a northerly and northwesterly direction across private property crossing Marin street, San Bruno avenue, Holladay avenue, Army street and Andrew street at grade; thence in a northerly direction over and across property of the City and County of San Francisco easterly of and parallel with the easterly line of Potrero avenue; thence upon and across the easterly side of said Potrero avenue at grade to a connection with the tracks of the Municipal Railway of the City and County of San Francisco at or near the intersection of said Potrero avenue and Twenty-fifth street.



Also a spur track leaving said last described spur track at a point approximately 200 feet northerly, measured along said track from the northerly line of Andrew street; thence running northerly on the easterly side of said track upon private property a distance of 300 feet more or less.

Sec. 2. The right, privilege, permission, and franchise hereby granted shall not be taken to be an exclusive right, and in that behalf the said The Western Pacific Railroad Company, its successors in interest or assigns, shall allow any other railroad company to use in common with it the track or tracks of said railroad, each company paying an equal portion for the construction and repair of the tracks and appurtenances so used jointly.

That the use of all the rights, privileges, permissions and franchises granted by this ordinance shall at all times be subject to regulation by the Board of Supervisors of said City and County, or by such other duly constituted public authority as may have authority thereover.

That the cars of any railroad company whose line of railroad now or hereafter connects with the railroad, the right, privilege, permission and franchise for which is hereby granted, which are delivered to said The Western Pacific Railroad Company, its successors in interest or assigns, at such point of connection shall be switched by said The Western Pacific Railroad Company, its successors in interest or assigns, to any point on said railroad or on any industry spur, or property owner's track connected therewith on which said The Western Pacific Railroad Company, its successors in interest or assigns, may have or be given the right to switch cars for the purpose of receiving or delivering freight in carload lots; such switching to be done by said The Western Pacific Railroad Company, its successors in interest or assigns, upon fair, just and equal terms as to charge and service.

That said The Western Pacific Railroad Company, its successors in interest or assigns, shall lay and maintain all the tracks of said railroad crossing any street at grade flush with the surface of said street with rails of approved girder type, or such other type of construction as is in general use at that time, where and when directed by the Board of Public Works wherever the same is or shall be graded to the official grade and in such manner as to offer as little obstruction as practicable to the free use thereof by the public and by vehicles, and that said The Western Pacific Railroad Company, its successors in interest or assigns, shall grade, curb, pave and keep in repair, in such manner and with such material as may, from time to time, be prescribed by the proper authorities





of said City and County of San Francisco, all streets crossed by said railroad at grade from curb to curb and between two lines, one on each side of the tracks of said railroad and drawn at right angles to the direction of the street at points ten (10) feet beyond the intersection of the curb lines by the center line of the track of said railroad, or in case there is more than one track, the center line of the outside track of said railroad. Provided, however, that nothing in this ordinance shall be construed as preventing the proper authorities of said City and County from maintaining and exercising the same jurisdiction over the streets and portions of streets covered by this franchise which they are or shall be hereafter authorized by law to exercise over the public streets of said City and County.

The rights hereby granted are upon the express conditions prescribed in and by the Charter of the City and County of San Francisco, and especially in and by Subdivision 28 of Section I, Chapter II, Article II, thereof.

The character and general arrangement of all structures herein referred to, the materials of which they are to be built and all work of whatsoever kind upon the streets shall be subject to approval of the Board of Public Works, and the nature and character of tracks to be used, shall be prescribed by said Board of Public Works.

Said The Western Pacific Railroad Company, its successors in interest or assigns, shall, whenever so required by resolution of the Board of Supervisors, station and maintain signal men and gates or such other means of protection at such street crossings at grade by said railroad, as may be required and designated by said Board of Supervisors.

That no train, car or locomotive shall be allowed to stand on any street or street crossing at grade along the route of said railroad either for storage or for the purpose of being loaded or unloaded, it being the express understanding and condition of the right, privilege, permission and franchise hereby granted, that so far as the same extends on or across streets, the same is to be exercised exclusively for the purpose of moving cars along and across said streets and the use of streets or the crossings of streets for yard or terminal purposes is expressly prohibited.



GRANTING PERMISSION TO UNITED STATES NAVY  
FOR SPUR TRACKS IN HUNTERS POINT DISTRICT

(Series of 1939)

July 13, 1942

Bill No. 1770, Ordinance No. 1703, as follows:

Granting permission, revocable at the will of the Board of Supervisors, to the United States Navy to construct, operate and maintain certain spur tracks to give access to the Naval Dry Docks at Hunters Point.

Be it ordained by the People of the City and County of San Francisco, as follows:

Section 1. Pursuant to the recommendation of the Director of Public Works, permission, revocable at the will of the Board of Supervisors, is hereby granted to the United States Navy to construct, operate and maintain certain spur tracks to give access to the Naval Dry Docks at Hunters Point, connecting a spur track for which permit was granted the Southern Pacific Company by Department of Public Works Order No. 18,020, dated June 3, 1942, said latter spur track crossing Bancroft Avenue southeasterly from Ingalls St., thence in an easterly direction to Hunters Point. Permission granted herein applies particularly to the following areas under the jurisdiction of the Department of Public Works:

Armstrong Avenue southeasterly from Ingalls Street;  
Yosemite Avenue southeasterly from Ingalls Street;  
Wallace Avenue southeasterly from Ingalls Street;  
Van Dyke Avenue southeasterly from Ingalls Street;  
Hawes Street southwesterly from Underwood Avenue;  
Hawes Street and Underwood Avenue, crossing;  
Underwood Avenue southeasterly from Hawes Street;  
Thomas Avenue southeasterly from Hawes Street;  
Chafter Avenue southeasterly from Hawes Street;  
Revere Avenue southeasterly from Hawes Street;  
Quesada Avenue southeasterly from Hawes Street;  
Palou Avenue northwesterly from Griffith Street;  
Palou Avenue and Griffith Street, crossing;  
Oakdale Avenue northwesterly from Fitch Street;  
Oakdale Avenue and Fitch Street, crossing;  
Oakdale Avenue southeasterly from Fitch Street;

thence southeasterly into properties being acquired by the United States Navy under eminent domain proceedings.

Section 2. Said permission is granted subject to the provisions of Ordinance No. 69, New Series, of the Board of Supervisors, approved by the Mayor October 12, 1906, now contained in Part 11, Chapter X, Article 11 of the San Francisco Municipal Code, and all of the provisions and conditions contained therein are hereby made a part of this permit to the same extent as if they were specifically set forth herein.



Section 3. All work shall be done in accordance with drawings of the Bureau of Yards and Docks of the United States Navy Department and titled "Y and D Drawings No. 194330, 194331, 194332, 194,333, and 194,334" as amended by the City Engineer's office and dated May 7, 1942. Y and D Drawing No. 194332 shows 8-inch V.C.P. culverts, and it is hereby specified that said culverts are to be constructed with 10-inch V.C.P.

Section 4. All work shall be done in accordance with grades approved by the City Engineer. The City and County of San Francisco shall be kept free from all harm and liability for damage on account of the construction, operation or maintenance of said spur tracks, and any claim arising from said construction, operation or maintenance shall, after adjudication, be met by permittee.



## EXPLANATION OF SPUR TRACK TABLES

This portion of the report is divided into four parts:

- (1) Spur Track Permits showing data pertinent to existing spurs -
- (2) Spur Track Permits granted by Ordinances which are still in force but tracks do not exist -
- (3) Spur Track Permits granted by Director of Public Works which are still in force but tracks do not exist - These were granted since 1936. -
- (4) Spur Track Permits prior to 1907 for which the descriptions are very vague and can not be identified-

### DEFINITIONS

|                    |   |
|--------------------|---|
| <u>GRANTEE</u>     | The person, firm or corporation to whom permission was granted to construct the track.  |
| <u>PERMIT</u>      | Permission to install spur tracks were granted by ordinance of the Board of Supervisors, and since January 8, 1932, by order of the Director of Public Works in a heavy industrial zone.  |
| <u>DATE</u>        | The date of final passage of the ordinance, or the date when signed by the Mayor. No distinction is made between these two dates, because of the great amount of additional research that would be necessary to get the date of the Mayor's signature on each Ordinance. Where permit is by order, the date is that on which permission was granted by the Director of Public Works, except that prior to 1900 the term, "Order," was used by the Board of Supervisors. |
| <u>OBLIGATIONS</u> | Where permission, other than by franchise, is given to construct a track, the obligations are listed by code symbols in the column headed, "Obligations," and the key to the symbols may be found on pages T-4 & T-5  |

Where the word "Franchise" appears in the column of obligations, it will be necessary to read the franchise concerned, and copies of the various franchises are made a part of this report. The obligations of a





## DEFINITIONS (cont'd)

franchise are usually so numerous and varied that it is impossible to cover them by the code symbols.

### CHARTER

Refers to Charter of 1900 - Article II - Chap. II - Section 3 - pp. 11 - approved by Legislature Nov. 23, 1907.

"All spur or side tracks laid down and in use on first day of July 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section."

### PRIOR

#### RIGHTS

Refers to old main line franchise for line out Third and Townsend Streets via 26th and Valencia Streets, which road is now abandoned from 23d and Folsom Street to Miguel Street.

### MAINTAINED

#### BY

The person, firm or corporation responsible for the maintenance.

### PAVEMENT

The amount of paving that should be done adjacent or between tracks to restore the pavement surface to a satisfactory condition. In many cases, it will be necessary to raise the tracks to effect a satisfactory pavement condition. Areas to be repaired are given in square feet, "P" denoting pavement, and "SW" denoting sidewalk. Thus "500 P" denotes 500 sq. ft. of pavement to be repaired, "100 SW" denotes 100 sq. ft. of sidewalk to be repaired.



### ABBREVIATIONS USED

|               |   |  |
|---------------|---|--|
| S. P. CO.     | : | Southern Pacific Railroad Company.<br>Southern Pacific Company.  |
| W.P.R.R.      | : | Western Pacific Railroad Company.  |
| A.T. & S.F.   | : | Atchison, Topeka and Santa Fe Railroad Company.  |
| S.F. & S.J.V. | : | San Francisco and San Joaquin Valley Railway<br>Company. This is now A.T. & S.F.   |
| N.W.P.R.R.    | : | Northwestern Pacific Railroad Company.   |
| R.R's.        | : | More than one railroad company.  |
| Harbor Comm.  | : | Board of State Harbor Commissioners.   |
| Ord.          | : | Ordinance of the Board of Supervisors.   |
| Order         | : | Order of the Director of Public Works.   |
| Order B.S.    | : | Order of the Board of Supervisors.   |
| Res.          | : | Resolution of the Board of Supervisors.  |
| J.V. & M.     | : | Joint use and maintenance.   |
| G.O. 15       | : | Interstate Commerce Commission Order holding<br>railroad company responsible for lead off main<br>line or drill track to a point 13 ft. distant. |



CODE SYMBOLS FOR OBLIGATIONS

- A Ordinance No. 69 (New Series) Providing for regulating the construction, maintenance and use of Spur Tracks on and over Public Streets within the City and County of San Francisco, and fixing penalties for the violation thereof - Approved October 12, 1906. (See page        for copy of Ordinance.)
- A-8 Ordinance No. 69 with special emphasis on Section 8 relating to joint use of spurs by cars of any railway.
- A-X Ordinance No. 69 not specifically mentioned in permit, but subject to provisions of Ordinance No. 69.
- B. All expenses for any additional requirements for surface drainage be paid for by permittee.
- B-1 Provide suitable crossing over drainage ditch, etc. (See Ordinance).
- B-2 When main sewers are constructed in the district, the permittee shall pay for additional reinforcing required to support the tracks.
- B-3 Where sewers are constructed and the tracks constructed over the sewer, permittee shall be required to maintain such sewers and appurtenances. Where sewers are not constructed, the track shall be moved to allow the sewers and appurtenances to be constructed in the centers of the street.
- B-4 Subject to 1932 Charter. Part 2, Chapter X, Article II, San Francisco Municipal Code which embodies Ordinance No. 69 and especially Section 8 thereof.
- B-5 Permittee shall be required to maintain and repair the sewer if necessary.
- C Permittee shall erect and maintain all night lighted electric lights where directed by the Lighting Committee of the Board of Supervisors.
- D All tracks in streets to be constructed with girder rails.
- E Permit may be revoked if permittee neglects for a period of three months to repair the streets covered by the franchise.
- F Any damage to the high pressure main due to construction or operation of the spur track to be paid for by permittee.

Ordinance No. 69

Ordinance No. 69 (New Series) - Providing for the  
and over Public Streets within the City and County of  
San Francisco, and fixing penalties for violation of  
thereof - Approved October 19, 1906. (New Series)  
Copy of Ordinance)

Ordinance No. 69 with special emphasis on Section 1,  
relating to joint use of same by owner of any building

Ordinance No. 69 not specifically mentioned in Section 1,  
but subject to provisions of Ordinance No. 69.

All expenses for any additional work done in the  
building be paid for by permittee.

Ordinance No. 69 (New Series) - Providing for the  
Ordinance).

When main sewers are connected to the main sewer, the  
owner shall pay for additional building required to  
connect the sewer.

Where sewers are connected and the building is  
over the sewer, permittee shall be required to connect  
each sewer and main sewer. Where sewer is over  
street, the building shall be required to connect the sewer  
and sewerage to be connected to the sewer in the  
street.

Subject to 1905 Ordinance, Section 1, Ordinance No. 69  
San Francisco Building Code which requires  
69 and especially Section 8 thereof.

Permittee shall be required to maintain and repair the  
sewer if necessary.

Permittee shall erect and maintain a building for  
collection of sewage which shall be connected to the sewer  
of the Board of Supervisors.

All drains in street to be connected to sewer in the

Permittee shall be required to connect the sewer in the  
of those drains to connect the sewer in the street.

and owner of the building shall be required to connect the sewer in the



CODE SYMBOLS (cont'd)

- G No car or cars shall be moved or switched over, or allowed to stand on spur during the hours between 7 A.M. and 6 P.M.
- G-1 Same as G except different switching hours (See Ordinance).
- G-2 No cars shall be allowed to stand on track so as to block traffic for a longer period of time than specified in the ordinance. (See Ordinance)
- G-3 Special provisions limiting termination of spurs in order to keep approaches from intersecting street clear at all times. (See Ordinance)
- G-4 Install bumper at the termination of spur.
- G-5 Spur to be used by permittee only.
- G-6 The permittee shall be restricted to the use of two cars incoming, and two cars out-going per day.
- G-7 No more than two cars shall be spotted on this spur track at any one time.
- G-8 No cars shall be operated over this spur track on Sundays.
- G-9 Flagmen required during certain switching hours.
- G-10 No locomotives, car or cars shall be allowed to stand on any street on or over which this spur track is operated at any time, day or night.
- H Street to be kept in repair as prescribed by Board of Public Works, within 60 days after written notice by the Board; all streets crossed by said railroads at grade from curb to curb and between two lines, one on each side of the tracks of said railroads, and 10 feet distant from the center line of the tracks; or in case there is more than one track, the center line of the outside track of said railroads.
- J For transportation of freight only and not as a main line or a part thereof.
- K City shall not be held liable for any claim arising from the maintenance or operation of this spur.
- L Joint use of spur, owners or operators to pay equal portion for construction and repairs, and such track and appurtenances so jointly used shall be owned in common.
- M Cars may be switched on Second Street between King and Folsom Streets at any hour during the day and night; a flagman be stationed at each street crossing or intersection.



TABLES

SPUR TRACK PERMITS

SHOWING DATA

PERTINENT TO

EXISTING SPURS



| STREET         | LOCATION                     | GRANTER                    | PERMIT                                       | DATE                         | OBLIGATIONS           | BY                            | MAINTENANCE | PAV'T         |
|----------------|------------------------------|----------------------------|--|------------------------------|-----------------------|-------------------------------|-------------|---------------|
| Alameda St.    | Utah St. to San Bruno Avenue | W.P.R.R.<br>S.P. Co.       | Ord. 1255 NS                                 | 7/20/10                      | A8 - G2               | Grantee                       |             |               |
| Alameda St.    | Utah to San Bruno            |                            | -  |                              | No Data               | S.P.                          |             | 800 P         |
| Alameda St.    | Vermont to San Bruno         | F.E. Knowles               | Ord. 1255 NS                                 | 7/20/10                      | A8, G2                | W.P.R.R.                      |             |               |
| Alameda St.    | Utah St. to Potrero Ave.     | W.P.R.R.                   | Ord. 1255 NS<br>Ord. 3847 NS                 | 7/20/10<br>8/16/16           | A8, G2                |                               |             |               |
| Alameda St.    | Utah to Potrero              | Stauffer Chemical          | Ord. 3847 NS                                 | 8/16/16                      | A8, B, C, G2, J       | W.P.R.R.                      |             |               |
| Alameda St.    | Florida to Treat             | S.P.R.R.                   | Ord. 2617 NS<br>Res. 6032 NS<br>Ord. 2444 NS | 2/3/14<br>6/14/10<br>9/16/13 | AX<br>A8, B, C, G2    | Grantee<br>Grantee<br>Grantee |             |               |
| Alameda St.    | Treat to Florida             | S.P. Co.                   | Charter                                      | 1907                         | AX                    | Grantee                       |             |               |
| Alameda St.    | Third to Illinois            | S.P. Co.                   | Ord. 1095                                    | 1/7/04                       | Franchise             | Grantee                       |             |               |
| Alameda St.    | Louisiana to Georgia         | A.T. & S.F.                | -  | No Data                      |                       | Grantee                       |             |               |
| Alemanly Blvd. | Crystal & San Jose           | S.P. Co.                   | No Franchise<br>Prior Rights                 | -                            | -                     | Grantee                       |             | 400 P         |
| Arkansas St.   | 16th to 17th                 | Real Estate & Rev. Company | Ord. 160 NS                                  | 2/20/07                      | AX                    | Grantee                       |             | 800 P<br>30SW |
| Armstrong Ave. | Lane St. to Wendell          | Simon Mattress Company     | Ord. 7585 NS                                 | 6/20/27                      | A8, B, C, D           | Industry                      |             |               |
| Armstrong Ave. | Ingalls to Jennings          | S.P. Co.<br>T-6            | Ord. 9014 NS                                 | 6/24/31                      | A, B1, E3, D, H,<br>L | S.P. Co. & Industry           |             |               |



| STREET         | LOCATION                    | GRANTEE      | PERMIT                               | DATE     | REMARKS            | MAINTAINED BY            | PAYMENT |
|----------------|-----------------------------|--------------|--------------------------------------|----------|--------------------|--------------------------|---------|
| Armstrong Ave. | Jennings to Keith           | S.P. Co.     | Ord. 9014 NS                         | 6/24/31  | A, B1, B3, D, H, L | S.P. Co. & Industry R.R. |         |
| Armstrong Ave. | Hawes to Ingalls            | S.P. Co.     | Order 10496                          | 5/ 3/39  | A-B                |                          |         |
| Armstrong Ave. | Hawes to Ingalls            | S.P. Co.     | Ord. 9014 NS                         | 6/24/31  | A, B1, B3, D, H, L | U.S. Navy                |         |
| Army St.       | Hawes to Ingalls            | U.S. Navy    | Ord. 1703                            | 7/13/42  | A, B4, L           | U.S. Navy                |         |
| Army St.       | Hawes to Ingalls            | S.P. Co.     | Ord. 9014 NS                         | 6/24/31  | A, D, B1, H, B3, L | Grantee                  |         |
| Army St.       | Mississippi to Missouri     | W.P. R.R.    | Ord. 6610 NS                         | 4/27/25  | B, C, D, A8        | Grantee                  |         |
| Army St.       | Illinois to Third           | W.P. R.R.    | Ord. 5502 NS                         | 12/ 6/21 | Franchise          | Grantee                  |         |
| Army St.       | Kansas to Vermont           | W.P. R.R.    | Ord. 1147                            | 4/22/41  | A8, B4             | Grantee                  | 40 SW   |
| Army St.       | Dolores to Guerrero         | S.P. Co.     | No Franchise Prior Rights Abandoned. |          |                    |                          |         |
| Army St.       | Pennsylvania to Mississippi | S.P. Co.     | Ord. 1095                            | 1/7 /04  | Franchise          | Grantee                  |         |
| Arthur St.     | Third St. to Newhall        | S.P. Co.     | Ord. 1407 NS                         | 12/ 5/10 | AX                 | P.R.                     |         |
| Arthur Ave.    | Quint to Islais             | Harbor Comm. | -                                    | No Data  |                    | -                        |         |
| Bancroft Ave.  | Hawes to Ingalls            | S.P. Co.     | Ord. 9014 NS                         | 6/24/31  | A8 B1, H, B3, L    | Grantee                  |         |
| Bancroft Ave.  | Hawes to Ingalls            | S.P. Co.     | Order 18020                          | 6/ 3/42  | A                  | Grantee                  |         |
| Bancroft Ave.  | Hawes to Ingalls            | A.D. Schader | Order 8265                           | 5/18/38  | A                  | Grantee                  |         |



| No. | Name              | Age | Sex | Rank     | Service         | Remarks    |
|-----|-------------------|-----|-----|----------|-----------------|------------|
| 1   | John Smith        | 25  | M   | Private  | 1st Regt. Inf.  | Discharged |
| 2   | James Brown       | 30  | M   | Sergeant | 2nd Regt. Inf.  | Discharged |
| 3   | William Jones     | 28  | M   | Private  | 3rd Regt. Inf.  | Discharged |
| 4   | Robert Taylor     | 35  | M   | Private  | 4th Regt. Inf.  | Discharged |
| 5   | Thomas Wilson     | 22  | M   | Private  | 5th Regt. Inf.  | Discharged |
| 6   | Charles Moore     | 32  | M   | Private  | 6th Regt. Inf.  | Discharged |
| 7   | George White      | 27  | M   | Private  | 7th Regt. Inf.  | Discharged |
| 8   | Edward Davis      | 33  | M   | Private  | 8th Regt. Inf.  | Discharged |
| 9   | Samuel Miller     | 29  | M   | Private  | 9th Regt. Inf.  | Discharged |
| 10  | Benjamin Clark    | 31  | M   | Private  | 10th Regt. Inf. | Discharged |
| 11  | Joseph Adams      | 26  | M   | Private  | 11th Regt. Inf. | Discharged |
| 12  | Samuel Baker      | 34  | M   | Private  | 12th Regt. Inf. | Discharged |
| 13  | John Campbell     | 23  | M   | Private  | 13th Regt. Inf. | Discharged |
| 14  | Robert Evans      | 36  | M   | Private  | 14th Regt. Inf. | Discharged |
| 15  | Thomas Green      | 24  | M   | Private  | 15th Regt. Inf. | Discharged |
| 16  | Charles Hall      | 37  | M   | Private  | 16th Regt. Inf. | Discharged |
| 17  | George King       | 21  | M   | Private  | 17th Regt. Inf. | Discharged |
| 18  | Edward Lewis      | 38  | M   | Private  | 18th Regt. Inf. | Discharged |
| 19  | Samuel Nelson     | 28  | M   | Private  | 19th Regt. Inf. | Discharged |
| 20  | Benjamin Phillips | 32  | M   | Private  | 20th Regt. Inf. | Discharged |

| STREET         | LOCATION             | GRANTEE                           | PERMIT                                    | DATE     | OBLIGATIONS | MAINTAIN BY                  | PAV'T          |
|----------------|----------------------|-----------------------------------|---|----------|-------------|------------------------------|----------------|
| Barcroft Ave.  | Third to Mendell     | Premier Bed & Spring Co.          | Ord. 6550 NS                              | 5/18/25  | A8, C       | Industry                     |                |
| Barcroft Ave.  | Third to Mendell     | Kortick Mfg. Company              | Ord. 1772                                 | 9/10/42  | A8, B, B4   | Industry                     |                |
| Barneveld Ave. | Jerrold to McKinnon  | Reinhart Lumber & Milling Company | Ord. 6033 NS                              | 10/22/23 | A8, B, C    | W.P.R.R.                     |                |
| Barneveld Ave. | Jerrold to McKinnon  | W.P.R.R.                          | Ord. 5502 NS                              | 12/6/21  | Franchise   | Grantee                      |                |
| Barneveld Ave. | Jerrold to McKinnon  | W.P.R.R.                          | Ord. 6805 NS                              | 10/6/25  | A8, B, C, D | Grantee                      |                |
| Barstow St.    | 6th to 16th          | S.P. Co.                          | Charter                                   | 1907     | AX          | Grantee                      |                |
| Bartlett St.   | 24th to 25th         | S.P. Co.                          | No Franchise<br>Prior Rights<br>Abandoned |          |             |                              | 170 P<br>10 SW |
| Battery St.    | Lombard to Greenwich | City Warehouse Co.                | Ord. 206                                  | 1/7/01   |             | Merchants Ice & Cold Storage | 180 P          |
| Beach St.      | Polk to Larkin       | S.P. Co.                          | Ord. 255 NS                               | 9/18/07  | AX          | Grantee                      | 2250 P         |
| Beach St.      | Polk to Larkin       | D. Ghirardelli                    | Ord. 318 NS                               | 12/11/07 | AX          | S.P. Co.                     |                |
| Beach St.      | Polk to Van Ness     | S.P. Co.                          | Ord. 255 NS                               | 9/18/07  | AX          | Grantee                      |                |
| Beach St.      | Hyce to Larkin       | S.P. Co.                          | Ord. 255 NS                               | 9/18/07  | AX          | Grantee                      | 812 P          |
| Beach St       | Hyce to Larkin       | Piedmont Winery Co.               | Ord. 1985 NS                              | 8/21/12  | AX          | S.P. Co.                     | 20 P           |



| STREET    | LOCATION               | GRANTEE                     | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY | PAY'nt |
|-----------|------------------------|-----------------------------|--------------|----------|-------------|-------------|--------|
| Beach St. | Hyde to Larkin         | G. B. Valente               | Ord. 2078 NS | 11/ 4/12 | AX          | Grantee     |        |
| Beach St. | Leavenworth to Hyde    | U.S. Army                   | Order 17912  | 5/13/42  | A.          | Grantee     |        |
| Beach St. | Leavenworth to Hyde    | Calif. Fruit Cannery Assoc. | Ord. 717 NS  | 3/29/09  | AX          | S.P. Co.    |        |
| Beach St. | Leavenworth to Hyde    | S.P. Co.                    | Jrd. 255 NS  | 9/18/07  | AX          | Grantee     | 1035 P |
| Beach St. | Jones to Leavenworth   | U.S. Army                   | Order 17912  | 5/13/42  | A           | Grantee     | 70 P   |
| Beach St. | Grant Ave. to Stockton | Calif. Lumber & Mill Co.    | Ord. 345     | 8/15/01  | No Data     |             |        |
| Beach St. | Grant Ave. to Stockton | U.S. Army                   | Order 17912  | 5/13/42  | A           |             |        |
| Beach St. | Grant Ave. to Stockton | Harbor Comm.                | -            | -        | No Data     | Grantee     |        |
| Beach St. | Stockton to Powell     | No record                   |              |          | No Data     |             |        |
| Beach St. | Stockton to Powell     | U.S. Army                   | Order 17912  | 1942     | A           |             |        |
| Beach St. | Powell to Mason        | U.S. Army                   | Order 17912  | 1942     | A           |             |        |
| Beach St. | Taylor to Jones        | U.S. Army                   | Order 17912  | 1942     | A           |             |        |
| Beach St. | Mason to Taylor        | U.S. Army                   | Order 17912  | 1942     | A           |             |        |



| STREET      | LOCATION              | GRANTEE              | PERMIT                                       | DATE     | OBLIGATIONS                | MAINTAIN BY            | PAVT   |
|-------------|-----------------------|----------------------|--|----------|----------------------------|------------------------|--------|
| Beale St.   | Mission to Howard     | S.P. Co.             | Ord. 5748 NS<br>Ords. 6067,<br>7511, 8095 NS | 11/28/22 | A, B, C, D, G3,<br>J, G    | Grantee                | 20 P   |
| Beale St.   | Folsom to Harrison    | S.P. Co.             | Ord. 5748 NS<br>Ords. 6067,<br>7511, 8095 NS | 11/28/22 | A, B, C, D, G3,<br>J, G    | Grantee                | 2450 P |
| Beale St.   | Folsom to Harrison    | U.S. Marine Corps    | Order 17894                                  | 5/ 6/42  | A                          | G.O. 15<br>Ind. & S.R. |        |
| Beale St.   | Folsom to Harrison    | Habenicht & Howlett  | Order 15604                                  | 4/ 2/41  | A, B                       | G.O. 15<br>Ind. & R.R. |        |
| Beale St.   | Howard to Folsom      | S.P. Co.             | Ord. 5748 NS<br>Ords. 6067,<br>7511, 8095 NS | 11/28/22 | A, B, C, D, G3, J,<br>C, G | Grantee                | 120 P  |
| Beale St.   | Howard to Folsom      | S.P. Co.             | Ord. 7626 NS                                 | 8/ 1/27  | A, B, C, B, B2             | Grantee                | 360 P  |
| Beale St.   | Harrison to Bryant    | S.P. Co.             | Ord. 5748 NS<br>Ords. 6067,<br>7511, 8095 NS | 11/28/22 | A, B, C, D, G3, C<br>J, G  | Grantee                | 3300 P |
| Beale St.   | Harrison to Bryant    | Coffin Redington Co. | Ord. 12,2020                                 | 2/ 8/37  | A, B                       | G.O. 15<br>Ind. & R.R. |        |
| Beale St.   | Bryant to Embarcadero | Harbor Comm.         | No Data                                      | No Data  |                            | Grantee                |        |
| Bernal Ave. | Milton to Rousseau    | S.P. Co.             | No Franchise<br>Prior Rights                 |          |                            | S.P. Co.               |        |
| Berry St.   | 2d to 3d              | Harbor Comm.         | No Data                                      | No Data  |                            | Grantee                | 240 P  |
| Berry St.   | 2d to 3d              | Chas. L. Milton      | Order 14310                                  | 9/20/40  | A, B                       | Grantee                | 150 P  |
|             |                       |                      | T-10   |          |                            |                        |        |





| STREET      | LOCATION       | GRANTEE                          | PERMIT  | DATE   | OBLIGATIONS   | MAINTAIN BY                       | PAY'T  |
|-------------|----------------|----------------------------------|---|--|---|-----------------------------------|--------|
| Berry St.   | 2d to 3d       | Overland Freight Trans.          | Order 10589   | 5/17/39  | A, B  | Grantee                           |        |
| Berry St.   | 7th to De Haro | S. P. Co.                        | Ord. 2683 NS  | 3/26/14  | Franchise   | Grantee                           | 730 P  |
| Berry St.   | 7th to De Haro | North Beach Auto Hauling Company | Ord. 5961 NS  | 7/26/23  | A, B, C   | G.O. 15<br>S.P. Co. &<br>Industry | 50 P   |
| Berry St.   | 7th to De Haro | Sanitary Reduction Works         | Ord. 1173   | 4/ 4/04  | No Data   | S. P. Co.                         | 400 P  |
| Berry St.   | 7th to De Haro | Thos. G. Knight                  | Ord. 6119 NS  | 5/ 4/25  | A, B, C   | Grantee                           |        |
| Berry St.   | 7th to De Haro | Pratt Bldg. Material Co.         | Ord. 744 NS   | 3/ 7/27  | A, B, C   | G.O. 15<br>S.P. Co. &<br>Industry |        |
| Berry St.   | 7th to De Haro | Union Paving Company             | Ord. 6742 NS  | 8/17/25  | A, B, C   | G.O. 15<br>S.P. Co. &<br>Industry | 1600 P |
| Berry St.   | 6th to 7th     | S. P. Co.                        | Ord. 2683 NS  | 3/26/14  | Franchise   | Grantee                           | 800 P  |
| Bluxome St. | 4th to 5th St. | S. P. Co.                        | Ord. 4831 NS<br>Ord. 4085 NS<br>Ord. 152 NS<br>Ord. 12.2011<br>Ord. 3919 NS | 4/23/19<br>2/27/17<br>2/14/97<br>7/ 5/33<br>10/ 2/16 | A, B, C, G1, G9<br>A, B, G1, G9<br>A, B, G1, G9<br>A, B, G1, G9<br>A, B, G1, G9 | Grantee                           | 3400 P |
| Bluxome St. | 4th to 5th St. | John Bollman Company             | Ord. 3152 NS<br>Ord. 12.2010  | 3/ 8/15<br>7/ 5/33                                   | A, B, C, G2<br>G1, G9   | S. P. Co.                         | 285 P  |
| Bluxome St. | 4th to 5th     | Roger Johnson                    | Ord. 2011 NS<br>Ord. 12.2010  | 9/ 4/12<br>7/ 5/33                                   | A, B, G1, G9  | S. P. Co.                         |        |



| STREET      | LOCATION   | GRANTEE                     | PERMIT  | DATE   | OBLIGATIONS  | MAINTAINED BY                     | PAY'T  |
|-------------|------------|-----------------------------|---|--|--|-----------------------------------|--------|
| Bluxome St. | 4th to 5th | Rathjen Bros.               | Ord. 6193 NS<br>Ord. 12.2010  | 4/ 7/24<br>7/ 5/33                                   | A8, B, C<br>G1, G9                                   | G.O. 15<br>S.P. Co.<br>& Industry | 1130 P |
| Bluxome St. | 4th to 5th | Plant Asbestos & Rubber Co. | Ord. 8275 NS  | 11/27/28   | A8, B, C, G1,<br>G9                                  | Grantee                           | 125 P  |
| Bluxome St. | 4th to 5th | Moran & Co.                 | Ord. 900 NS<br>Ord. 12.2010   | 9/27/09<br>11/ 5/33                                  | AX<br>G1, G9   | S.P. Co.                          | 200 P  |
| Bluxome St. | 4th to 5th | S.P. Co.                    | Ord. 7310 NS<br>Ord. 12.2010  | 11/22/26<br>11/ 5/33                                 | A8, B, C, D,<br>G1, G9                               | S.P. Co.                          | 414 P  |
| Bluxome St. | 4th to 5th | Sugarman Iron & Metal Co.   | Ord. 4191 NS<br>Ord. 12.2010  | 5/14/17<br>11/ 5/33                                  | A8, B, C, G2, G1<br>G1, G9                           | S.P. Co.                          | 100 P  |
| Bluxome St. | 4th to 5th | Nathan Dohrmann             | Ord. 1984 NS<br>Ord. 12.2010  | 8/19/12<br>11/ 5/33                                  | AX<br>G1, G9   | S.P. Co.                          |        |
| Bluxome St. | 5th to 6th | Moody Estate Company        | Ord. 3107 NS<br>Ord. 1077 NS<br>Ord. 12.2010                                | 1/26/15<br>2/14/10<br>7/ 5/33                        | AX<br>G1, G9   | S.P. Co.                          |        |
| Bluxome St. | 5th to 6th | S.P. Co.                    | Ord. 4831 NS<br>Ord. 4085 NS<br>Ord. 152 NS<br>Ord. 3919 NS<br>Ord. 12.2010 | 4/21/19<br>2/27/17<br>2/14/07<br>10/ 2/16<br>7/ 5/33 | A8, B, C, G1, G9<br>A8, G1, G9<br>AX<br>G1<br>G1, G9 | Grantee                           |        |
| Bluxome St. | 5th to 6th | Holbrook Merrill & Stetson  | Ord. 4929 NS  | 8/25/19  | A8, B  | G.O. 15<br>Industry<br>& S.P. Co. |        |
| Bluxome St. | 5th to 6th | Holbrook Merrill & Stetson  | Ord. 837 NS   | 7/19/09  | AX   | Grantee                           |        |



| STREET       | LOCATION                     | GRANTEE                            | PERMIT                     | DATE               | OBLIGATIONS          | MAINTAINED BY           | PAY'T |
|--------------|------------------------------|------------------------------------|----------------------------|--------------------|----------------------|-------------------------|-------|
| Bluxome St.  | 5th to 6th                   | M. Friedman & Company              | Ord. 899 NS                | 9/27/09            | AX                   | S.P. Co.                |       |
| Bluxome St.  | 5th to 6th                   | Nathan Dohrmann Company            | Ord. 1984 NS               | 8/19/12            | AX                   | S.P. Co.                |       |
| Bluxome St.  | 5th to 6th                   | Sugerman Iron & Metal Co.          | Ord. 4191 NS               | 5/14/17            | A8, B, C, G2, G1, G5 | S.P. Co.                |       |
| Bosworth St. | Arlington to Lyell           | S.P. Co.                           | No Franchise Prior Rights  |                    |                      |                         |       |
| Brennan St.  | 5th to 6th                   | S.P. Co.                           | Ord. 6668 NS               | 6/15/25            | A8, B, C, D, B2, B1  | S.P. Co. & Industry     |       |
| Brennan St.  | 9th to 10th                  | Richmond Sanitary Mfg. Co.         | Ord. 6052 NS               | 11/19/23           | A8, B, C             | G.O. 15 R.R. & Industry |       |
| Brennan St.  | Division to Utah 9th to 10th | F.E. Knowles                       | Ord. 3538 NS               | 12/13/15           | AX                   | R.R.                    |       |
| Brennan St.  | 9th to 10th                  | Holmes Inv. Co.                    | Ord. 4757 NS               | 1/13/19            | A8, B, C             | Grantee                 |       |
| Brennan St.  | Fremont to First             | W.P.R.R.                           | Order 18570                | 9/18/42            | A                    | Grantee                 |       |
| Brennan St.  | Fremont to First             | Pac. Coast Coal                    | Ord. 1370 NS               | 10/31/10           | AX                   | No Data                 |       |
| Brennan St.  | Fremont to First             | S.P. Co. Pac. Coast Aggregate Inc. | Ord. 12,2001<br>Order 8882 | 5/16/32<br>8/24/38 | A8, B, C, D, F D     | S.P. Co. Grantee        | 100 P |
| Brennan St.  | Harriet to Lucine            | W.P.R.R.                           | Ord. 7083 NS<br>Ord. 6862  | 5/8 /26            | A8, B, C             | Grantee                 |       |
|              |                              |                                    | T-13                       |                    |                      |                         |       |



| STREET      | LOCATION            | GRANTEE                      | PERMIT                                    | DATE     | OBLIGATIONS          | MAINTAIN BY | PAYT  |
|-------------|---------------------|------------------------------|---|----------|----------------------|-------------|-------|
| Brannan St. | Lucerne to Gilbert  | W.P.R.R.                     | Ord. 7083 NS                              | 5/ 8/26  | A8, B, C,            | Grantee     | 18 P  |
| Brannan St. | Gilbert to 7th      | W.P.R.R.                     | Ord. 7083 NS                              | 5/ 8/26  | A8, B, C             | Grantee     | 125 P |
| Brannan St. | 8th to 9th          | W.P.R.R.                     | Ord. 582 NS                               | 10/22/08 | A X                  | Grantee     | 160 P |
| Brannan St. | Langton to 8th      | W.P.R.R.                     | Ord. 7083 NS                              | 5/ 8/26  | A8, B, C,            | Grantee     |       |
| Brannan St. | Largton to 8th Wly. | National Cer-<br>bon Company | Ord. 3843 NS                              | 7/24/16  | A X, C               | W.P.R.R.    |       |
| Brannan St. | Largton to 8th      | McNab & Smith                | Ord. 5716 NS                              | 8/ 9/22  | A8, B, C, D, B2      | W.P.R.R.    |       |
| Brannan St. | 7th to Langton      | W.P.R.R.                     | Ord. 7083 NS                              | 5/ 8/26  | A8, B, C             | Grantee     |       |
| Brannan St. | 6th to Harriet      | W.P.R.R.                     | Ord. 7083 NS                              | 5/ 8/26  | A8, B, C             | Grantee     |       |
| Broadway    | Drum to Davis       | Swift & Co.                  | Ord. 1123 NS                              | 3/22/10  | A X                  | S.P. Co.    | 108 P |
| Broadway    | Drum to Davis       | Harbor Comm.                 | Ord. 362                                  | 9/24/01  | No Data              | S.P. Co.    | 750 P |
| Bryant St.  | 8th to 9th          | W.P.R.R.                     | Ord. 4303 NS                              | 8/27/17  | A8, B, C             | Industry    | 8 P   |
| Bryant St.  | Main to Beale       | Harbor Comm.                 | Charter 1907                              |          | No Data              | Grantee     | 760 P |
| Bryant St.  | Division to Alameda | S.P. Co.                     |   |          | A X                  | Grantee     | 870 P |
| Bryant St.  | Division to Alameda | S.P. Co.                     | Res. 6032 NS                              | 6/13/10  |                      | Grantee     | 280 P |
| Bryant St.  | Beale to First      | S.P. Co.                     | Ord. 5748 NS<br>Ords. 5067,<br>7511, 8095 | 11/20/22 | A8, B, D, G5<br>J, N | Grantee     |       |





| STREET       | LOCATION            | GRANTEE                             | PERMIT                       | DATE               | REMARKS                  | MAINTAINED BY               | EXPIRY |
|--------------|---------------------|-------------------------------------|------------------------------|--------------------|--------------------------|-----------------------------|--------|
| Bryant St.   | Alcove to 2d        | Schmidt Lith. Co. & Hawley & Munson | Ord. 2766 NS                 | 8/ 5/16            | AX                       | S.P. Co.                    | 1400 P |
| Bryant St.   | Alcove to 2d        | Peterson Elec. Parchment Co.        | Ord. 1699                    | 7/13/42            | X                        | S.P. Co. & Industry G.O. 15 |        |
| Bryant St.   | Alcove to 2d        | Magnolia Metal Co.                  | Ord. 4104 NS                 | 3/12/17            | AX                       | S.P. Co.                    |        |
| Bryant St.   | Spicer & Main       | A.T. & S.F.                         | Ord. 296                     | 5/16/01            | Franchise                | Grantee                     | 90P    |
| Burke St.    | Newhall to 3d       | Miller & Lux                        | Ord. 1497 NS                 | 12/ 5/10           | AX                       | R.R.                        |        |
| Carolina St. | 17th to Mariposa    | W.P.R.R.                            | Ord. 582 NS                  | 12/23/08           | Franchise                | Grantee                     |        |
| Carolina St. | 17th to Mariposa    | W.P.R.R.                            | Ord. 7554 NS                 | 5/23/27            | A8, B, C, D              | Grantee                     |        |
| Carolina St. | 16th to 17th        | John Bookings Sons Co.              | Ord. 5348 NS                 | 9/15/24            | A8, B, C                 | S.P. Co. & A.T. & S.F.      |        |
| Carolina St. | 16th to 17th        | Richfield Oil Company               | Ord. 8469 NS<br>Ord. 8470 NS | 7/ 2/29<br>7/ 2/29 | A8, B, D                 | S.P. Co. & A.T. & S.F.      |        |
| Carolina St. | 15th to 16th        | A.T. & S.F.                         | Ord. 1470                    | 5/24/05            | Franchise                | S.P. Co. & A.T. & S.F.      |        |
| Carolina St. | 15th to 16th        | American Fuel Company               | Ord. 1679                    | 12/11/05           | AX                       | R.R. & Industry             |        |
| Carolina St. | 15th to 16th        | Pav Improvement Co.                 | Ord. 8398 NS                 | 4/ 1/29            | A8, B, C, D              | R.R. & Industry             |        |
| Carroll Ave. | Ingalls to Jennings | S.P. Co.                            | Ord. 6774 NS<br>Ord. 8077 NS | 9/12/25<br>9/11/28 | A8, B, C, G1, B5, B5, G9 | Grantee                     |        |



| SHEET        | LOCATION                     | GRANTEE                            | PERMIT                       | DATE               | OBLIGATIONS            | MAINTAINED BY   | PAYT  |
|--------------|------------------------------|------------------------------------|------------------------------|--------------------|------------------------|-----------------|-------|
| Carroll Ave. | Infills to Jennings to Keith | Stonetex Corp.                     | Ord. 8072 NS                 | 6/ 5/28            | A8,B,C                 | R.R. & Industry |       |
| Carroll Ave. | Jennings to Keith            | S. P. Co.                          | Ord. 6774 NS<br>Ord. 8077 NS | 9/12/25<br>6/11/28 | A8,B,C, G1,B5<br>B5,G9 | Grantee         |       |
| Carroll Ave. | Jennings to Keith            | Pac. Elect. Mfg. Company           | Ord. 6901 NS                 | 12/23/25           | A8,B,D                 | R.R. & Industry |       |
| Carroll Ave. | Jennings to Keith            | Pac. Elect. Mfg. Company           | Ord. 7988 NS                 | 3/26/28            | A8,B,C                 | R.R. & Industry |       |
| Carroll Ave. | Jennings to Keith            | A.M. Devine & Zi                   | Order 12205<br>Order 12350   | 1/17/40<br>2/ 7/40 | Rescinded<br>A,B       | R.R. & Industry |       |
| Carroll Ave. | Jennings to Keith            | Pac. States Construction           | Ord. 7431 NS                 | 3/7/27             | A8,B,C                 | Grantee         |       |
| Carroll Ave. | Keith to 3d                  | S. P. Co.                          | Ord. 6774 NS<br>Ord. 8077 NS | 9/12/25<br>6/11/28 | A8,B,C, G1,B5<br>B5,G9 | R.R. & Industry |       |
| Carroll Ave. | Keith to 3d                  | Pac. Elect. Mfg. Company           | Ord. 6901 NS                 | 12/23/25           | A8,B,D                 | R.R. & Industry |       |
| Carroll Ave. | Keith to 3d                  | A.M. Devincenzi                    | Order 12205<br>Order 12350   | 1/17/40<br>2/ 7/40 | Rescinded<br>A,B       | R.R. & Industry |       |
| Carroll Ave. | 3d to Mendell                | S. P. Co.                          | Ord. 6774 NS<br>Ord. 8077    | 9/12/25<br>6/11/28 | A8,B,C, G1,B5<br>B5,G9 | Grantee         | 6 A P |
| Carroll Ave. | 3d to Mendell                | Foster & Klier & S. F. Sulphur Co. | Ord. 7432 NS                 | 3/ 7/27            | A8,B,C                 | Grantee         |       |
| Channell St. | 6th to 7th                   | S. P. Co.                          | Ord. 828 NS                  | 7/6 /39            | A,X                    | Grantee         |       |



| STREET             | LOCATION              | GRANTEE                     | PERMIT                       | DATE               | REMARKS  | MAINTAINED BY   | PAV'T  |
|--------------------|-----------------------|-----------------------------|------------------------------|--------------------|----------|-----------------|--------|
| Chestnut St.       | Montgomery to Kearney | Globe Grain & Milling Co.   | Ord. 6065 NS                 | 11/26/23           | A8, B, C | Grantee         |        |
| Chestnut St.       | Sansome to Montgomery | M. M. Gopcevic              | Ord. 1806 NS<br>Ord. 1813 NS | 2/23/12<br>3/ 5/12 | AX<br>AX | Grantee         |        |
| Colin P. Kelly Jr. | Brannan to Townsend   | M. J. Hawley                | Ord. 632 NS                  | 12/ 7/08           | AX       | R. R.           |        |
| Colin P. Kelly Jr. | Brannan to Townsend   | Vermont Marble Company      | Ord. 141 NS                  | 1/28/07            | AX       | R. R.           | 700 P  |
| Colin P. Kelly Jr. | Brannan to Townsend   | Rosenberg Bros. Company     | Ord. 1474                    | 5/ 1/05            | AX       | R. R.           | 80 P   |
| Colin P. Kelly Jr. | Brannan to Townsend   | S. P. Co.                   | Charter                      | 11/23/07           | AX       | Grantee         | 270 P  |
| Columbus Ave.      | North Point to Beach  | S. P. Co.                   | Ord. 255 NS                  | 9/18/07            | AX       | Grantee         |        |
| Columbus Ave.      | North Point to Beach  | Calif. Fruit Cannery Ass'n. | Ord. 717 NS                  | 4/ 5/09            | AX       | Grantee & R. R. |        |
| Connecticut St.    | 14th to 17th          | Real Estate Development Co. | Ord. 160 NS                  | 2/20/07            | AX       | Industry        | 920 P  |
| Daggett St.        | 6th to 7th            | S. P. Co.                   | No Data                      |                    |          | Grantee         |        |
| Daggett St.        | 6th to 7th            | S. P. Co.                   | Charter                      | 1907               | AX       | Grantee         | 2250 P |
| Davis St.          | Green to Vallejo      | S. P. Co.                   | Charter                      | 1907               | AX       | Grantee         | 3360 P |
| Davis St.          | Vallejo to Broadway   | S. P. Co.                   | Charter                      | 1907               | AX       | Grantee         | 150 P  |

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| STREET               | LOCATION   | GRANTEE                          | PERMIT                                | DATE    | OBLIGATIONS     | MAINTAINED BY             | PAY'T |
|----------------------|--|----------------------------------|---------------------------------------|---------|-----------------|---------------------------|-------|
| Davis St.            | Vallejo to Broadway  | W. P. R. R.                      | No Data                               |         | No Data         | Grantee                   | 170 P |
| Davis St.            | Pacific to Jackson   | Estate of P. Micheletti, Inc.    | Ord. 4221 NS                          | 6/18/17 | A8, B, C, G2    | Grantee                   | 125 P |
| Davis St.            | Pacific to Jackson   | J. H. Newbauer & Co. & Getz Bros | Ord. 349 NS                           | 1/29/08 | AX              | S. P. Co.                 | 440 P |
| Davis St.            | Broadway to Pacific  | Harbor Comm.                     | Ord. 728                              | 5/21/03 | No Data         | S. F. Co.                 | 210 P |
| Davis St.            | Broadway to Pacific  | Swift and Company                | Ord. 1123 NS                          | 3/21/10 | AX              | S. P. Co.                 | 14 P  |
| Davis St.            | Broadway to Pacific  | Estate of P. Micheletti, Inc.    | Ord. 4221 NS                          | 6/18/17 | A8, B, C, G2, G | Grantee                   |       |
| Day St.              | Dolores to Church  | S. P. Co.                        | No Franchise Prior Rights - Abandoned |         |                 | S. P. Co.                 | *     |
| De Haro St.          | 17th to Mariposa   | W. P. R. R.                      | Ord. 7576 NS                          | 6/13/27 | A8, B, C, D     | Grantee                   | 210 P |
| De Haro St.          | Alameda to Division  | S. P. Co.                        | Charter                               | 1907    | AX              | Grantee                   |       |
| De Haro St.          | Alameda to Division  | Sanitary Reduction Works         | Ord. 1173                             | 4/ 4/04 | AX              | S. P. Co.                 |       |
| De Haro St.          | Alameda to Division  | Union Paving Company             | Ord. 6742 NS                          | 8/17/25 | A8, B, C        | G. O. 15 P. R. & Industry |       |
| De Haro St.          | 15th to Alameda  | S. P. Co.                        | Charter                               | 1907    | AX              | Grantee                   |       |
| * - Track abandoned. | Install barricade at top of wall. Remove column fndts. from SW. Reconstruct SW & Curb. |                                  |                                       |         |                 |                           |       |



| STREET       | LOCATION             | GRANTEE   | PERMIT                                      | DATE                            | OBLIGATIONS             | M. INTAIN BY                    | PAYT          |
|--------------|----------------------|---|---|---------------------------------|-------------------------|---------------------------------|---------------|
| De Haro St.  | 15th to Alameda      | Sanitary Reduction Works  | Ord. 1173                                   | 4/ 4/04                         | AX                      | S. P. Co.                       |               |
| De Haro St.  | 15th to Alameda      | Union Paving Company  | Ord. 6742 NS                                | 8/17/25                         | A8, B, C                | G. O. 15<br>R. R. &<br>Industry |               |
| De Haro St.  | 16th to 17th         | W. P. R. R.   | Ord. 582 NS                                 | 10/23/08                        | Franchise               | Grantee                         | 40P           |
| De Haro St.  | 16th to 17th         | W. P. R. R.   | Ord. 6325 NS                                | 8/19/24                         | A8, B, C                | Grantee                         |               |
| Delaware St. | 25th to 26th         | W. P. R. R.   | Ord. 582 NS                                 | 10/23/08                        | Franchise               | Grantee                         |               |
| Diamond St.  | Xing San Jose Ave.   | S. P. Co.   | Prior Rights<br>No Franchise<br>Abandoned   |                                 |                         |                                 |               |
| Division St. | Brannan to Bryant    | F. E. Knowles   | Ord. 3538 NS                                | 12/13/15                        | AX                      | R. R.                           |               |
| Division St. | Brannan to Bryant    | Amer. Rolling Mills Company   | Ord. 6275 NS                                | 6/23/24                         | A8, B, C                | R. R.                           | 8 P           |
| Division St. | Bryant to Florida    | Holmes Invest. Co.<br>Ocean Shore R. R.<br>City Property operated by<br>S. P. Co. | Ord. 4757 NS<br>Ord. 630 NS<br>Ord. 6088 NS | 1/13/19<br>12/10/08<br>12/17/23 | A8, B, C<br>AX<br>A8, C | Grantee<br>Grantee              | 50 P<br>150 P |
| Division St. | Bryant to Florida    | Anhauser Busch Brewing Ass'n.   | Ord. 145 NS                                 | 2/ 8/07                         | AX                      | R. R.                           |               |
| Division St. | Vermont to Bruno     | W. P. P. R.   | Ord. 7083 NS                                | 5/18/26                         | A8, B, C                | Grantee                         | 30 P<br>20 SW |
| Division St. | Vermont to San Bruno | W. P. R. R.   | Ord. 582 NS                                 | 10/23/08                        | Franchise               | Grantee                         | 935 P         |



| STREET       | LOCATION             | GRANTEE                    | PERMIT                       | DATE                 | OBLIGATIONS    | MAINTAIN BY                  | PAYT          |
|--------------|----------------------|----------------------------|------------------------------|----------------------|----------------|------------------------------|---------------|
| Division St. | Utah to Petrero Ave. | F. E. Knowles              | Ord. 3538 NS                 | 12/13/15             | AX             | P. R.                        | 162DP         |
| Division St. | Utah to Petrero Ave. | F. E. Knowles              | Ord. 4087 NS                 | 2/27/17              | AX             | P. R.                        |               |
| Division St. | Utah to Petrero Ave. | Richmond Senitary Mfg. Co. | Ord. 6050 NS                 | 11/19/23             | A8, B, C       | G. O. 15<br>R. R. & Industry |               |
| Division St. | San Bruno to Utah    | F. E. Knowles              | Ord. 3538 NS                 | 12/13/15             | AX             | P. R.                        | 330 P         |
| Division St. | San Bruno to Utah    | F. E. Knowles              | Ord. 4087 NS                 | 2/27/17              | AX             | P. R.                        |               |
| Dolores St.  | 26th St. to 27th     | S. P. Co.                  | Prior rights<br>No Franchise | Abandoned            |                | S. P. Co.                    | Remove Wall   |
| Duncan St.   | Dolores to Church    | S. P. Co.                  | Prior rights<br>No Franchise | Abandoned            |                | S. P. Co.                    | Remove Endtns |
| Eighth St.   | Townsend to Brennan  | W. P. R. R.                | Ord. 582 NS<br>Order 17087   | 10/23/08<br>12/ 5/41 | Franchise<br>A | Grantee<br>Grantee           | 330 P         |
| Eighth St.   | Irwin to 16th        | A. T. & S. F.              | Ord. 1470                    | 5/24/05              | Franchise      | Grantee                      |               |
| Eighth St.   | Irwin to 16th        | S. P. Co. & A. T. & S. F.  | Order 9848                   | 2/ 3/39              | A, B           | Grantee                      | 100 P         |
| Eighth St.   | Irwin to 16th        | Standard Oil Co. of Calif. | Order 9849                   | 2/ 3/39              | A, B           | Grantee                      |               |
| Eighth St.   | Irwin to Carolina    | A. T. & S. F.              | Ord. 1470                    | 5/24/05              | Franchise      | Grantee                      | 200 P         |



| STREET         | LOCATION                          | GRANTEE                                     | PERMIT                 | DATE               | OBLIGATIONS   | MAINTAIN<br>BY     | PAV'T        |
|----------------|-----------------------------------|---|------------------------|--------------------|---------------|--------------------|--------------|
| Eighth St.     | Irwin to Cardina                  | American Fuel                               | Ord. 1579              | 12/11/05           | AX            | R.R.               |              |
| Eighth St.     | Irwin to<br>Carolina              | Fay Improve-<br>ment Company                | Ord. 8398 NS           | 4/ 1/29            | A8, B, C, D   | R.R. &<br>Industry |              |
| Eighteenth St. | Indiana to Iowa                   | A.T. & S.F.                                 | Ord. 1756<br>Res. 2705 | 2/20/06<br>6/20/02 | No Data       | Grantee            |              |
| Eighteenth St. | Indiana to<br>Minnesota           | A.T. & S.F.                                 | Ord. 1756              | 2/20/06            | No Data       | Grantee            |              |
| Eighteenth St. | Harrison to<br>Folsom             | Hind Estate Co<br>P.G. & E. Co.             | Ord. 4711 NS           | 11/ 4/18           | AX            | Grantee            | LOP<br>15 SW |
| Eighteenth St. | Illinois to 3d                    | S.P. Co.                                    | Charter                |                    | AX            | Grantee            |              |
| Evans Ave.     | Army to Napoleon                  | W.P. R.R.                                   | Ord. 5502 NS           | 12/ 6/21           | See Ord.      | Grantee            |              |
| Evans Ave.     | Rankin to Selby                   | S.P. Co.                                    | Ord. 1095              | 1/ 7/04            | Franchise     | Grantee            |              |
| Evans Ave.     | Selby to<br>Napoleon              | McCormick Lum-<br>ber Co.                   | Ord. 8521 NS           | 8/26/29            | A8, D, B, C   | Industry           |              |
| Evatt St.      | Visitation Ave.<br>to Sunnydale " | S.P. Co.                                    | Ord. 1095              | 1/ 7/04            | Franchise     | Grantee            |              |
| Fairfax Ave.   | Rankin to Selby                   | A.T. & S.F.                                 | Ord. 2031 NS           | 9/23/12            | AX            | Grantee            |              |
| Fairfax Ave.   | Rankin to Quint                   | Legallet-Hell-<br>wig Norton<br>Tanning Co. | Ord. 3905 NS           | 9/18/16            | A8, B, G2, G5 | R.R.               |              |
| Farragut Ave.  | Alemany Blvd. to<br>San Jose Ave. | S.P. Company                                | No Franchise           |                    | Prior Rights  |                    |              |
| Federal St.    | 2d St. Easterly                   | Maria Josefa-<br>Cebrian                    | Ord. 3555 NS           | 12/28/15           | AX, C, G2, M  | S.P. Co.           | 170P         |





| STREET        | LOCATION                | GRANTEE                        | PERMIT       | DATE     | DELICATIONS | MAINTAIN BY             | PAYMENT |
|---------------|-------------------------|--------------------------------|--------------|----------|-------------|-------------------------|---------|
| Fifteenth St. | San Bruno to Utah       | Abel Hosmer                    | Ord. 1575 NS | 5/25/11  | AX          | Grantee                 |         |
| Fifteenth St. | San Bruno to Utah       | W.P.R.R.                       | Ord. 1007 NS | 12/13/09 | AX          | Grantee                 |         |
| Fifteenth St. | San Bruno to Utah       | Calif. School of Mech. Arts    | Ord. 6064 NS | 11/27/23 | A8, B, C    |                         |         |
| Fifteenth St. | Carolina to De Haro     | A.T. & S.F.                    | Ord. 1470    | 5/ 4/05  | No Data     | A.T. & S.F. & S.P.Co.   |         |
| Fifteenth St. | Carolina to De Haro     | American Fuel Company          | Ord. 1679    | 12/11/05 | Franchise   | Joint R.R. & Industry   |         |
| Fifteenth St. | Carolina to De Haro     | Fay Improvement Company        | Ord. 8398 NS | 4/ 1/29  | A8, D, B, C | Joint R.R. & Industry   |         |
| Fifteenth St. | De Haro to Rhode Island | A.T. & S.F.                    | Ord. 1470    | 5/24/05  | No Data     | A.T. & S.F. & S.P.Co.   |         |
| Fifteenth St. | De Haro to Rhode Island | Pacific Coast Steel Company    | Ord. 4771 NS | 1/27/19  | A8, B, C.   | G.O. 15 R.R. & Industry |         |
| Fifteenth St. | Folsom to Harrison      | Illinois Pacific Glass Company | Ord. 6974 NS | 2/ 8/26  | A8, B, C, D | G.O. 15 R.R. & Industry |         |
| Fifteenth St. | Vermont to Kansas       | Calif. School Mechanical Arts  | Ord. 1005 NS | 12/13/09 | AX          | Grantee                 |         |
| Fifteenth St. | West of Kansas          | W.P.R.R.                       | No Data      |          |             |                         |         |
| Fifteenth St. | Vermont to San Bruno    | W.P.R.R.                       | Ord. 1005 NS | 12/13/09 | AX          | Grantee                 | 375P    |
|               |                         |                                | T-122        |          |             |                         |         |



| SHEET         | LOCATION              | GRANTEE               | PERMIT       | DATE     | OBLIGATIONS     | MAINTAIN BY                | PAYT  |
|---------------|-----------------------|-----------------------|--------------|----------|-----------------|----------------------------|-------|
| Fifteenth St. | Vermont to San Bruno  | W.P.R.R.              | Ord. 1007 NS | 12/13/09 | AX              | Grantee                    |       |
| Fifteenth St. | Florida to Treat Ave. | S.P. Co.              | Charter      | 1907     | AX              | Grantee                    |       |
| Fifteenth St. | Florida to Treat      | S.P. Co.              | Ord. 2444 NS | 9/15/13  | A8, B, C, G2    | Grantee                    |       |
| Fifth St.     | King to Berry         | S.P. Co.              | Ord. 2683 NS | 3/23/14  | Franchise       | Grantee                    |       |
| Fifth St.     | Bryant to Brannen     | S.P. Co.              | Ord. 5847 NS | 4/ 9/23  | A8, B, C        | Grantee                    |       |
| Fifth St.     | Bryant to Brannen     | M. Stulsaft & Company | Ord. 5848 NS | 4/ 9/23  | A8, B, C        | Grantee S. P. Co. G. O. 15 | 90 SW |
| Fifth St.     | Bryant to Brannen     | R.W. Kinney           | Ord. 6148 NS | 2/25/24  | A8, B, C        | Grantee S. P. Co. G. O. 15 |       |
| Fifth St.     | Bryant to Brannen     | S.P. Co.              | Ord. 6212 NS | 4/21/24  | A8, C, D, F     | Grantee                    |       |
| Fifth St.     | Bluxome to Townsend   | Hind Co.              | Ord. 4550 NS | 4/ 1/18  | A8, B, C, G2, G | S. P. Co.                  | 16 P  |
| Fifth St.     | Bluxome to Brannen    | S.P. Co.              | Ord. 6668 NS | 6/15/25  | A8, B, C, F, B2 | Grantee                    |       |
| Fifth St.     | Bluxome to Brannen    | S.P. Co.              | Ord. 5847 NS | 4/ 9/23  | A8, B, C        | Grantee                    |       |
| Fifth St.     | Bluxome to Brannen    | Nathan Dohmann Co.    | Ord. 1984 NS | 8/19/12  | AX              | R.R.                       |       |
|               |                       |                       | T-23         |          |                 |                            |       |



| STREET      | LOCATION                  | GRANTEE                      | PERMIT                              | DATE                | REMARKS                 | MAINTAIN<br>BY    | PAY'T |
|-------------|---------------------------|------------------------------|-------------------------------------|---------------------|-------------------------|-------------------|-------|
| Fifth St.   | Bluxome to<br>Brannan     | Hind Co.                     | Ord. 4550 NS                        | 4/1/18              | AS. B.O.G,<br>G2        | S.P.              | 200 P |
| Fifth St.   | Bluxome to<br>Brannan     | S.P. Co.                     | Ord. 152 NS<br>Ord. 3919 NS         | 2/14/07<br>10/ 2/16 | AX<br>C1                | P.R.              |       |
| Fifth St.   | Bluxome to<br>Brannan     | Sugerman Iron<br>& Metal Co. | Ord. 4191 NS                        | 5/14/17             | AS. B.O.G2, G1<br>C, G5 | P.R.              |       |
| Fifth St.   | Berry to Channel          | S.P. Co.                     | Res. 10752<br>Ord. 2683 NS          | 3/23/14<br>3/23/14  | AX                      | R.R.              |       |
| Fifth St.   | Townsend to King          | S.P. Co.                     | Res. 10752<br>Ord. 2683 NS          | 3/23/14<br>3/23/14  | AX                      | R.R.              |       |
| Filbert St. | Sansome to<br>Battery     | Haslett<br>Warehouse         | Ord. 551 NS                         | 9/20/08             | AX                      | Grantee           |       |
| Filbert St. | Sansome to<br>Battery     | Guggenheim &<br>Company      | Ord. 840 NS                         | 7/27/09             | AX                      | Grantee           |       |
| Filbert St. | Sansome to<br>Battery     | Mary's Help<br>Hospital      | Ord. 406                            | 11/25/01            | AX                      | Grantee           | 144 P |
| Filbert St. | Battery to<br>Embarcadero | Mary's Help<br>Hospital      | Ord. 406                            | 11/25/01            | AX                      | Grantee           |       |
| Filbert St. | Sansome to<br>Montgomery  | Haslett<br>Warehouse         | Ord. 551 NS                         | 9/20/08             | AX                      | Grantee           | 30P   |
| Filbert St. | Sansome to<br>Montgomery  | Guggenheim &<br>Company      | Ord. 840 NS                         | 7/27/09             | AX                      | Grantee           |       |
| First St.   | Bryant to<br>Brannan      | S.P. Co.                     | Ord. 5748 NS<br>6067, 7511,<br>8095 | 11/20/22            | AS. B.O. D, G3,<br>J, G | Grantee<br>& R.R. | 730 P |





| STREET      | LOCATION               | GRANTEE   | PERMIT   | DATE     | COLLATIONS           | MAINTAINED BY                  | P.V.M. |
|-------------|------------------------|---|--|----------|----------------------|--------------------------------|--------|
| First St.   | Bryant to Brannan      | Farnsworth & Ruggles Co.                            | Ord. 7087 NS                                       | 5/ 5/26  | A, D, B, C           | R.R. G.O. 15                   | 225 P  |
| First St.   | Bryant to Brannan      | G.O.W. Lamb South End Whse. Company                 | Ord. 5764 NS                                       | 12/11/22 | A, B, C, D           | South End Whse. G.O. 15 S.P.Co |        |
| First St.   | Embarcadero to Brannan | S.P. Co.  | Ord. 5748 NS "6067, 7511, 8095 NS                  | 11/20/22 | A, B, C, D, G3, J, G | Grantee                        | 240 P  |
| First St.   | Embarcadero to Brannan | Farnsworth & Ruggles Co.                            | Ord. 7087 NS                                       | 5/3/26   | A, B, C, D           | Grantee & R.R. G.O. 15         | 50 P   |
| First St.   | Embarcadero to Brannan | S.P. Co.  | Ord. 12-2001                                       | 5/16/32  | A, B, C, F, D        | Grantee                        | 150 P  |
| Florida St. | 16th to 17th           | Ocean Shore R. Co.-City Property Operated by S.P.Co | Ord. 630 NS Amend. Sect. 1. Ord. 1808 Ord. 6088 NS | 12/ 7/08 | A, X                 | Grantee                        |        |
| Florida St. | 16th to 17th           | Lyons Calif. Glace Fruit Co.                        | Ord. 6092 NS                                       | 12/17/23 | A, B, C              | Grantee                        |        |
| Florida St. | 16th to 17th           | M.H. Sullivan                                       | Ord. 6177 NS                                       | 3/10/24  | A, B, C, G           | Grantee                        |        |
| Florida St. | 16th to 17th           | American Can  | Ord. 6263 NS                                       | 6/16/24  | A, B, C              | Grantee                        |        |
| Florida St. | 17th to Mariposa       | Ocean Shore R.R. & S.P.Co.                          | Ord. 630 NS Amend. Sect. 1. Ord. 1808              | 12/ 7/08 | A, X                 | Grantee                        | 700 P  |
| Florida St. | 17th to Mari - post    | American Can Co.                                    | Ord. 6263 NS                                       | 6/16/24  | A, B, C              | Grantee                        | 600 P  |



| STREET      | LOCATION               | GRANTEE   | PERMIT  | DATE     | OBLIGATIONS  | M. INTAIN<br>BY        | PAY'T |
|-------------|------------------------|---|---|----------|--------------|------------------------|-------|
| Florida St. | 17th to<br>Mariposa    | Lyons Calif.<br>Clove Fruit Co                              | Ord. 6092 NS  | 12/17/23 | A8, B, C     | Grantee                | 760 P |
| Florida St. | 17th to Mariposa       | Best Foods Inc  | Ord. 6357 NS  | 9/22/24  | A8, B, C     | Grantee                | 25 P  |
| Florida St. | 17th to<br>Mariposa    | Nucor Butter<br>Company                                     | Ord. 5851 NS  | 4/ 9/23  | A8, B, C     | Nucor<br>Butter        | 25 P  |
| Florida St. | 15th to 16th           | Ocean Shore RR<br>City Property<br>Operated by<br>S. P. Co. | Ord. 630 NS<br>Amend. Sect.<br>1. Ord. 1808<br>Ord. 6088 NS | 12/07/08 | AX           | Grantee                |       |
| Florida St. | 15th to 16th           | Kaiser Paving   | Ord. 9053 NS  | 8/24/31  | A8, B, C     | Grantee                |       |
| Florida St. | 15th to 16th           | Continental<br>Furniture Co.                                | Ord. 5850 NS  | 4/ 9/23  | A8, B, C     | Grantee<br>F E Knowles |       |
| Florida St. | Division to<br>Alameda | S. P. Co.   | Res. 6032 NS  | 6/13/10  | AX           | Grantee                | 520 P |
| Florida St. | Division to<br>Alameda | S. P. Co.   | Charter   | 1907     | AX           | Grantee                | 270 P |
| Florida St. | Division to<br>Alameda | S. P. Co.   | Ord. 2444 NS  | 9/15/13  | A8, B, C, G2 | Grantee                |       |
| Florida St. | Division to<br>Alameda | Ocean Shore Ry.<br>City Property<br>S. P. Co.               | Ord. 630 NS<br>Amend. Sect. 1<br>Ord. 1808                  | 12/10/08 | AX           | Grantee                |       |
| Florida St. | Division to<br>Alameda | S. P. Co.   | Ord. 6418   | 11/24/24 | A8, B, C     | Grantee                |       |



| STREET      | LOCATION                | GRANTEE  | PERMIT  | DATE                 | OBLIGATIONS  | M. INTAKE<br>BY | P.A.V.T |
|-------------|-------------------------|--|---|----------------------|--------------|-----------------|---------|
| Florida St. | Division to<br>Alameda  | Rainier Brew-<br>ing Co.   | Ord. 3564 NS  | 12/28/15             | G2, AX       | R.R.            |         |
| Florida St. | Division to<br>Alameda  | Rainier Brew-<br>ing Co.   | Ord. 3090 NS  | 1/18/15              | AX           | R.R.            |         |
| Florida St. | Mariposa to 18th        | Best Foods, Inc  | Ord. 6357 NS  | 9/22/24              | A8, B, C     | Grantee         | 30 P    |
| Florida St. | Alameda to 15th         | Rainier Brew-<br>ing Co.   | Ord. 3090 NS  | 1/18/15              | AX           | R.R.            |         |
| Florida St. | Alameda to 15th         | Rainier Brew-<br>ing Co. S.P.Co.                                 | Ord. 3564 NS<br>Order 3927                                  | 12/28/15<br>4/22/36  | AX, G2       | R.R.<br>Grantee |         |
| Florida St. | Alameda to 15th         | Ocean Shore Ry<br>City Property<br>Operated by<br>S.P.Co.        | Ord. 630 NS<br>Amend. Sect.<br>1. Ord. 1808<br>Ord. 6088 NS | 12/ 7/08<br>12/17/23 | AX<br>AX     | Grantee         |         |
| Florida St. | Alameda to 15th         | S.P. Co.   | Ord. 6418 NS  | 11/24/24             | A8, B, C     | Grantee         |         |
| Florida St. | Division St. NLY        | Ocean Shore Ry<br>Co. City Prop-<br>erty Operated<br>by S.P. Co. | Ord. 630 NS<br>Amend. Sect. I<br>Ord. 1808<br>Ord. 6088 NS  | 12/10/08             | AX           | Grantee         |         |
| Polsom St.  | 23d to 24th             | S.P. Co.   | Prior Rights  |                      | No Franchise |                 |         |
| Footo Ave.  | San Jose to<br>Cayuga   | S.P. Co.   |   |                      |              |                 |         |
| Fourth St.  | Michigan to<br>Illinois | A.T. & S.F.  | Ord. 338  | 7/31/01              | Franchise    | Grantee         | 120 P   |
| Fourth St.  | Michigan to<br>Illinois | A.T. & S.F.  | Order 17284<br>T-27   | 1/ 9/42              | A            | Grantee         | 80P     |



| APPLICANT     | LOCATION              | GRANTEE                             | PERMIT                          | DATE                | OBLIGATIONS       | MAINTAINED BY           | PAID             |
|---------------|-----------------------|-------------------------------------|---------------------------------|---------------------|-------------------|-------------------------|------------------|
| Fourth St.    | 3d to Irwin           | S.P. Co.                            | Ord. 1095                       | 1/ 7/34             | Franchise         | Grantee                 | 135 P            |
| Fourth St.    | 3d to Illinois        | S.P. Co.                            | No Date                         |                     |                   | Grantee                 | 920 P            |
| Fourth St.    | 3d to Illinois        | A.T. & S.F.                         | No Date                         |                     |                   | Grantee                 | 220 P            |
| Fourth St.    | 3d to Illinois        | S.P. Co.                            | Ord. 1095                       | 1/ 7/04             | AX                | S.P. Co.<br>A.T. & S.F. | 2415 P           |
| Fourth St.    | Townsend to King      | S.P. Co.                            | Ord. 2683 NS                    | 3/23/14<br>10/ 6/13 | Franchise         | Grantee                 | 3303M<br>220 P   |
| Fourth St.    | Berry to Chen-<br>nel | S.P. Co.                            | Ord. 2683 NS                    | 3/23/14<br>10/ 6/13 | Franchise         | Grantee                 | 1045 SW<br>920 P |
| Fourth St.    | King to Berry         | S.P. Co.                            | Ord. 2683 NS                    | 3/23/14<br>10/ 6/13 | Franchise         | Grantee                 |                  |
| Fourth St.    | Georgia to Michigan   | A.T. & S.F.                         | Ord. 338 NS                     | 7/31/01             | AX                | Grantee                 |                  |
| Francisco St. | Powell to Mason       | Bauer Schweitzer Hop & Malt         | Ord. 12.2013                    | 5/14/34             | A8, G1, G6        | Grantee                 |                  |
| Francisco St. | Powell to Mason       | Bauer Schweitzer Hop & Malt Co.     | Ord. 12.2016<br>Amends 12.2013  | 12/16/35            | A8, D, G1, G7, G8 | Grantee                 |                  |
| Francisco St. | Powell to Mason       | Bauer Schweitzer Hop & Malt Co.     | Ord. 1631<br>Repeals<br>12.2016 | 5/18/42             | A8, D, G1, G7     | Grantee                 |                  |
| Francisco St. | Powell to Mason       | Bauer Schweitzer Hop & Malt Company | Order 271                       | 5/11/34             | AX                | Grantee                 |                  |





| STREET    | LOCATION            | GRANTEE                             | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY | PAYT  |
|-----------|---------------------|-------------------------------------|--------------|----------|-------------|-------------|-------|
| Front St. | Green to Vallejo    | C. A. Hutton Flour Co.              | Ord. 1366 NS | 10/11/11 | AX          | L.P. Co.    |       |
| Front St. | Green to Vallejo    | Tillman & Bendel                    | Ord. 197 NS  | 4/ 2/07  | AX          | S.P. Co.    |       |
| Front St. | Green to Vallejo    | Crocker Inv. Co. & Ruth Kahn        | Ord. 4006 NS | 12/14/16 | AX          | Grantee     |       |
| Front St. | Green to Vallejo    | Lurie Company                       | Order 8956   | 9/14/38  |             |             |       |
| Front St. | Vallejo to Broadway | C.A. Hutton Flour Company           | Ord. 1686 NS | 10/11/11 | AX          | S.P. Co.    | 15 P  |
| Front St. | Vallejo to Broadway | Tillman & Bendel                    | Ord. 197 NS  | 4/ 2/07  | AX          | S.P. Co.    |       |
| Front St. | Vallejo to Broadway | Crocker Inv. Co & Pelix & Ruth Kahn | Ord. 4006 NS | 12/14/16 | AX          | Grantee     |       |
| Front St. | Broadway to Vallejo | Lurie Company                       | Order 8956   | 9/14/38  |             |             |       |
| Front St. | Pacific to Jackson  | Tillman & Bendel                    | Ord. 197 NS  | 4/ 2/07  | AX          | S.P. Co.    |       |
| Front St. | Pacific to Jackson  | Mrs. Virginia Vanderbilt            | Ord. 422 NS  | 5/12/08  | AX          | S.P. Co.    |       |
| Front St. | Pacific to Jackson  | Mrs. Virginia Vanderbilt            | Ord. 3597 NS | 1/31/16  | AX          | S.P. Co.    | 36 P  |
| Front St. | Union to Green      | Bemis Bros. Bag Co.                 | Ord. 292 NS  | 10/14/07 | AX          | S.P. Co.    | 250 M |



| SHEET       | LOCATION            | GRANTEE                  | PERMIT       | DATE     | REMARKS             | MAINTAINED BY | PAYT   |
|-------------|---------------------|--------------------------|--------------|----------|---------------------|---------------|--------|
| Front St.   | Union to Green      | W.P. Fuller Co.          | Ord. 1651    | 1/30/05  | K. D. t             | Grantee       | 160 BM |
| Front St.   | Union to Green      | Cowell Lime Co.          | Ord. 1245    | 7/25/04  | No Data             | Grantee       |        |
| Front St.   | Broadway to Pacific | Tillman & Bendel         | Ord. 197 NS  | 4/ 2/07  | AX                  | S.P. Co.      |        |
| Front St.   | Broadway to Pacific | Mrs. Virginia Vanderbilt | Ord. 422 NS  | 4/20/08  | AX                  | S.P. Co.      | 270 P  |
| Front St.   | Broadway to Pacific | Mrs. Virginia Vanderbilt | Ord. 3597 NS | 1/31/16  | AX                  | S.P. Co.      |        |
| Front St.   | Broadway to Pacific | Jacob Dold Packing Co.   | Ord. 4246 NS | 7/ 2/17  | A8, B, G, G2        | Grantee       | 340 P  |
| Front St.   | Filbert to Union    | Sperry Flour Co.         | Ord. 3246 NS | 5/ 3/15  | AX                  | S.P. Co.      | 1800P  |
| Front St.   | Filbert to Union    | Cowell Lime Co.          | Ord. 1245    | 7/25/04  | No Data             | Grantee       |        |
| Front St.   | Filbert to Union    | American Milling Company | Ord. 461     | 3/19/02  | No Data             | Grantee       |        |
| Gale St.    | King to Townsend    | S.P. Co.                 | Ord. 5023 NS | 12/26/19 | A8, B               | S.P. Co.      |        |
| Gale St.    | King to Townsend    | S.P. Co.                 | Ord. 8681 NS | 1/30/30  | A8, B, C, D         | S.P. Co.      |        |
| Galvez St.  | Rankin to Selby     | S.P. Co.                 | Ord. 1095    | 1/07/04  | Franchise           | Grantee       |        |
| Galvez St.  | Rankin to Selby     | S.P. Co.                 | Ord. 6669 NS | 6/15/25  | A8, B, B1, B2, C, D | Grantee       |        |
| Gilbert St. | Bryant to Brennan   | W.P.R.R.                 | Ord. 7083 NS | 5/ 8/26  | A8, B, C            | Grantee       |        |
| Georgia St. | 25th to 26th        | W.P.R.R.                 | Ord. 582 NS  | 10/23/08 | Franchise           | Grantee       |        |



| STREET        | LOCATION               | GRANTEE                             | PERMIT       | DATE     | OBLIGATIONS | MAINTAINED BY | PLANT            |
|---------------|------------------------|-------------------------------------|--------------|----------|-------------|---------------|------------------|
| Georgia St.   | Alameda to El Dorado   | A.T. & S.F.                         | Ord. 338     | 7/29/01  | Franchise   | Grantee       |                  |
| Georgia St.   | 4th St. to Alameda     | A.T. & S.F.                         | Ord. 338     | 7/29/01  | Franchise   | Grantee       |                  |
| Grant Ave.    | Beach to North Point   | No Data                             |              |          |             |               |                  |
| Green St.     | Davis & Front          | Harbor Comm.                        |              |          |             |               | N.W.P.R.R. 1045P |
| Green St.     | Davis & Front          | Harbor Comm.                        | Charter      |          |             |               | S.P.Co.          |
| Green St.     | Battery to Sansome     | Bemis Bros. Bag Company             | Ord. 292 NS  | 10/14/07 | AX          |               | S.P. Co. 60 P    |
| Green St.     | Battery to Front       | Bemis Bros. Bag Company             | Ord. 292 NS  | 10/14/07 | AX          |               | S.P. Co. 315 P   |
| Greenwich St. | Sansome to Montgomery  | Merchants Ice & Cold Storage        | Order 18722  | 10/23/42 |             | Grantee       |                  |
| Greenwich St. | Battery to Embarcadero | Italian Swiss Colony                | Ord. 693     | 4/ 8/03  | No Data     | S.P. Co.      |                  |
| Greenwich St. | Sansome to Battery     | Merchants Ice & Cold Storage        | Order 18722  | 10/23/42 | A           | Industry      |                  |
| Guerrero St.  | 25th to 26th           | No Franchise Prior Rights Abandoned |              |          |             |               |                  |
| Harriet St.   | Bryant to Brannan      | W.P. R.R.                           | Ord. 7083 NS | 5/ 8/26  | A8,B,C      | Grantee       |                  |
| Harrison St.  | 8th to 9th             | W.P.R.R.                            | Ord. 7083 NS | 5/ 8/26  | A8,B,C      | Grantee       |                  |





| STREET       | LOCATION        | GRANTEE                 | PERMIT                       | DATE     | OB.LIGATIONS       | MAINTAINED BY       | FAV'T          |
|--------------|-----------------|-------------------------|------------------------------|----------|--------------------|---------------------|----------------|
| Harrison St. | 18th to 9th     | W.P.P.R.                | Ord.12.2023                  | 5/ 2/38  | A8,B4,D            | Grantee             |                |
| Harrison St. | 2d to Hawthorne | W.R. Ballinger & Sons   | Ord.8810 NS                  | 7/15/30  | A8,B2,C,D<br>G3,G4 | S.P. Co.            | 750 P          |
| Harrison St. | 2d to Hawthorne | W.R. Ballinger & Sons   | Ord.8904 NS                  | 12/15/30 | A8,B,C,D           | S.P. Co. & Industry | 200 P<br>16 SW |
| Harrison St. | 11st to 22d     | S.P. Co.                | No Franchise<br>Prior Rights |          |                    | Grantee             | 150 P<br>100SW |
| Harrison St. | 21st to 22d     | H.H. Helbush & Company  | Ord.5581 NS                  | 2/27/22  | A8,B,C             | S.P. Co. & Industry | 50 P           |
| Harrison St. | 11st to 22d     | Ford Motor Co.          | Ord.4803 NS                  | 3/10/19  | A8,B,C,J           | S.P. Co.            | 200 P          |
| Harrison St. | 20th to 21st    | S.P. Co.                | No Franchise<br>Prior Rights |          |                    | S.P. Co.            | 450 P          |
| Harrison St. | 20th to 21st    | C.E.Grosjean            | Ord.3359 NS                  | 7/14/15  | A8,B,C             | S.P. Co.            |                |
| Harrison St. | 20th to 21st    | Malott & Peterson       | Ord.5557 NS                  | 2/ 1/22  | A8,B,C             | S.P. Co. & Industry | 20 P           |
| Harrison St. | 20th to 21st    | H.H.Helbush & Company   | Ord.5581 NS                  | 2/15/22  | A8,K,B,C           | S.P. Co. & Industry |                |
| Harrison St. | 15th to 16th    | S.P. Co.                | Ord.7607 NS                  | 7/19/27  | A8,B,C,D           | Grantee             | 3000 P         |
| Harrison St. | 15th to 16th    | Long Syrup Refining Co. | Ord. 309 NS                  | 11/27/07 | AX                 | S.P. Co.            | 150 P<br>150SW |
| Harrison St. | 15th to 16th    | S.P. Co.                | Charter                      | 1907     |                    | Grantee             | 1250 P         |
| Harrison St. | 15th to 16th    | S.P. Co.                | No Franchise<br>Prior Rights |          |                    | Grantee             | 970 P          |
|              |                 |                         |                              | T-32     |                    |                     |                |



| STREET       | LOCATION     | GRANTEE                       | PERMIT                       | DATE                | OBLIGATIONS | MAINTAIN BY | AMT           |
|--------------|--------------|-------------------------------|------------------------------|---------------------|-------------|-------------|---------------|
| Harrison St. | 15th to 16th | Columbia Steel Co. & S.P. Co. | Order 15800                  | 5/ 2/41             |             | S.P. Co.    |               |
| Harrison St. | 15th to 16th | Pattosien Co.                 | Ord. 476                     | 4/19/02             |             | S.P. Co.    | 500<br>150 SW |
| Harrison St. | 15th to 16th | S.F. & Pacific Glass Works    | Ord. 177                     | 11/10/1900          |             | S.P. Co.    | 100 P         |
| Harrison st. | 15th to 16th | Illinois Pacific Glass Co.    | Ord. 6974 NS                 | 2/ 8/26             | A,B,C,D     | Grantee     | 1700 P        |
| Harrison St. | 16th to 17th | S.P. Co.                      | Charter                      | 1907                | AX          | Grantee     | 1890 P        |
| Harrison St. | 16th to 17th | S.P. Co.                      | No Franchise Prior Rights    |                     |             | Grantee     | 1150 P        |
| Harrison St. | 16th to 17th | Enterprise Brewing Co.        | Ord. 2990 NS                 | 11/ 7/14            | AX          | S.P. Co.    | 1150 P        |
| Harrison St. | 16th to 17th | S.P. Co.                      | Ord. 6935 NS<br>Ord. 7711 NS | 12/30/25<br>9/26/27 | A,B,C,D     | Grantee     | 2150 P        |
| Harrison st. | 16th to 17th | Golden Gate Atlas Matis.Co    | Ord. 7532 NS                 | 5/14/27             | A,B,C,D     | Industry    |               |
| Harrison St. | 16th to 17th | John Bruener Co.              | Ord. 103 NS                  | 10/20/06            | A,B,C       | S.F. Co.    | 130P          |
| Harrison St. | 16th to 17th | S.P. Co.                      | Ord. 7575 NS                 | 6/ 6/27             | A,B,C       | Grantee     |               |
| Harrison St. | 17th to 18th | S.P. Co.                      | No Franchise Prior Rights    |                     |             | Grantee     | 3100 P        |
| Harrison St. | 17th to 18th | S.P. Co.                      | Charter                      | 1907                |             | Grantee     | 1500 P        |



| STREET       | LOCATION     | GRANTEE                        | PERMIT                       | DATE                | OBLIGATIONS | MAINTAIN<br>BY | PAV'T |
|--------------|--------------|--------------------------------|------------------------------|---------------------|-------------|----------------|-------|
| Harrison St. | 17th to 18th | S.P. Co.                       | Ord. 7607 NS                 | 7/19/27             | A8, B, C, D | Grantee        | 400 P |
| Harrison St. | 17th to 18th | Mission Soap<br>& Candle Co.   | Ord. 218                     | 1/24/01             |             | S.P. Co.       |       |
| Harrison St. | 17th to 18th | Schlessinger<br>& Bender       | Ord. 14 NS                   | 6/ 5/06             |             | S.P. Co.       | 20P   |
| Harrison St. | 17th to 18th | Ralph Mc Leran<br>Co.          | Ord. 5677 NS                 | 8/14/22             | A8, B, C    | Industry       | 20 P  |
| Harrison St. | 17th to 18th | The Lurie Co.                  | Ord. 6282 NS                 | 6/30/24             | A8, B, C    | Industry       | 20 P  |
| Harrison St. | 17th to 18th | S.P. Co.                       | Ord. 6935 NS<br>Ord. 7711 NS | 12/30/25<br>9/26/27 | A8, B, C, D | Grantee        | 1600P |
| Harrison St. | 18th to 19th | S.P. Co.                       | No Franchise<br>Prior Rights |                     |             | Grantee        | 600P  |
| Harrison St. | 18th to 19th | Meese-Gott-<br>fried Co.       | Charter                      | 1907                |             | S.P. Co.       |       |
| Harrison St. | 18th to 19th | Oakland Brew-<br>ing & Malting | Ord. 2230 NS                 | 3/25/13             | AX          | S.P. Co.       |       |
| Harrison St. | 18th to 19th | Pelton Water<br>Wheel Co.      | Ord. 1707                    | 12/26/05            |             | S.P. Co.       | 15P   |
| Harrison St. | 18th to 19th | Ralph McLeran                  | Ord. 5677 NS                 | 8/14/22             | A8, B, C    | Industry       |       |
| Harrison St. | 18th to 19th | The Lurie Co.                  | Ord. 6282 NS                 | 6/30/24             | A8, B, C    | Industry       |       |
| Harrison St. | 19th to 20th | S.P. Co.                       | No Franchise<br>Prior Rights |                     |             | Grantee        | 400P  |

| Year | Month | Day | Time     | Place    | Event   | Remarks       |
|------|-------|-----|----------|----------|---------|---------------|
| 1901 | Jan   | 1   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 2   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 3   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 4   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 5   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 6   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 7   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 8   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 9   | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 10  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 11  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 12  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 13  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 14  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 15  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 16  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 17  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 18  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 19  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 20  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 21  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 22  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 23  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 24  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 25  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 26  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 27  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 28  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 29  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 30  | 10:00 AM | St. Paul | Arrived | From St. Paul |
| 1901 | Jan   | 31  | 10:00 AM | St. Paul | Arrived | From St. Paul |

| STREET        | LOCATION                   | GRANTEE                       | PERMIT       | DATE            | OBLIGATIONS  | MAINTAIN<br>BY         | PAV'T  |
|---------------|----------------------------|-------------------------------|--------------|-----------------|--|------------------------|--------|
| Harrison St.  | 19th to 20th               | Crescent<br>Feather Co.       | Ord. 1617 NS | 7/19/11         | AX   | S.P. Co.<br>& Industry | 900 P  |
| Harrison St.  | 19th to 20th               | American Can                  | Ord. 4270 NS | 7/27/17         | A8, B, C   | S.P. Co.               | 800 P  |
| Harrison St.  | 19th to 20th               | C.E. Grosjean                 | Ord. 3359 NS | 7/14/15         | A8, B, C   | S.P. Co.               | 1985 P |
| Harrison St.  | 14th to 15th               | S.P. Co.                      | Ord. 7607 NS | 7/19/27         | A8, B, C, D  | Grantee                | 600 P  |
| Harrison St.  | 14th to 15th               | E. & C. LeRoy                 | Ord. 174 NS  | 3/ 4/07         |  | S.P. Co.               | 10 P   |
| Harrison St.  | 14th to 15th               | Stanley J. Pay                | Ord. 1174 NS | 5/10/10         | AX   | S.P. Co.               | 10 P   |
| Harrison St.  | 14th to 15th               | S.P. Co. ?                    | Charter      | 1907            |  | Grantee                | 500 P  |
| Harrison St.  | 14th to 15th               | S.F. & Pacific<br>Glass Works | Ord. 177     | 11/10/<br>1900  |  | S.P. Co.               | 380 P  |
| Harrison St.  | 14th to 15th               | Illinois Pac.<br>Glass Co.    | Ord. 6974 NS | 2/ 8/26         | A8, B, C, D  | Industry               |        |
| Harrison St.  | Steuart to Spear           | Harbor Comm.                  |              |                 |  | Grantee                |        |
| Hart St.      | Visitacion to<br>Sunnydale | S.P. Co.                      | Ord. 1095    | 1/ 7/04         | Franchise  | Grantee                |        |
| Hawes St.     | Van Dyke to<br>Underwood   | U.S. Navy                     | Ord. 1703    | 7/ 2/42         | A, B <sup>4</sup> , K  | Grantee                |        |
| Hawthorne St. | Folsom to Harri-<br>son    | W.R. Ballinger<br>& Sons      | Ord. 8810 NS | 7/15/30         | A8, B, B <sup>2</sup> , C, D,<br>G <sup>3</sup> , G <sup>4</sup> | S.P. Co. &<br>Industry |        |
| Hawthorne St. | Folsom to Harri-<br>son    | Geo. W. Caswell               | Ord. 1550    | 3/25/42         | B <sup>4</sup>   | Industry               |        |
| Hawthorne St. | Folsom to Harri-<br>son    | W.R. Ballinger<br>& Sons      | Ord. 8810 NS | 7/15/30<br>T-35 | A8, B, B <sup>2</sup> , C, D,<br>G <sup>3</sup> , G <sup>4</sup> | S.P. Co. &<br>Industry | 1155 P |





| STREET        | LOCATION             | GRANTEE                | PERMIT                      | DATE               | OBLIGATIONS            | MAINTAIN BY         | PAV'T     |
|---------------|----------------------|------------------------|-----------------------------|--------------------|------------------------|---------------------|-----------|
| Hawthorne St. | Folsom to Harrison   | S.F. Co.               | Ord. 8904 NS                | 12/15/30           | D                      | S.F. Co. & Industry | 15 P      |
| Hawthorne St. | Folsom to Howard     | W.R. Ballinger & Sons  | Ord. 8810 NS                | 7/15/30            | A8, B, B2, C, D G3, G4 | S.F. Co.            | 280 P     |
| Hawthorne St. | Folsom to Howard     | W.R. Ballinger & Sons  | Ord. 8810 NS                | 7/15/30            | A8, B, B2, C, D G3, G4 | S.F. Co. & Industry |           |
| Hawthorne St. | Folsom to Howard     | Walkup Drayage Company | Ord. 12.2022                | 4/ 4/38            | A8, B, B2, D           | S.F. Co. & Industry |           |
| Hooper St.    | 3d to 4th            | S.P. Co.               | Ord. 1095                   | 1/ 7/04            | Franchise              | Grantee             |           |
| Hooper St.    | 6th to 7th           | S.F. Co.               | Ord. 828 NS                 | 7/ 6/09            | AX                     | Grantee             | 200 P     |
| Hooper St.    | 6th to 7th           | S.F. Co.               | Charter                     | 11/23/07           | AX                     | Grantee             | 100 P     |
| Hubbell St.   | 6th to 7th           | S.P. Co.               | Charter                     | 11/23/07           | AX                     | Grantee             |           |
| Hubbell St.   | 6th to 7th           | S.P. Co.               | Charter                     | 11/23/07           | AX                     | Grantee             |           |
| Hubbell St.   | 7th to 16th          | Abner Doble            | Ord. 158 NS<br>Ord. 2761 NS | 2/20/07<br>5/20/14 | AX                     | S.F. Co.            |           |
| Humboldt St.  | Michigan to Illinois | S.P. Co.               | Charter                     | 11/ 5/07           | AX                     | Grantee             |           |
| Illinois St.  | 25th to 26th         | W.P.R.R.               | Ord. 582 NS                 | 10/23/08           | Franchise              | Grantee             |           |
| Illinois St.  | 25th to 26th         | S.F. Co.               | Ord. 1095                   | 1/ 7/04            | Franchise              | R.R.'s              |           |
| Illinois St.  | 25th to 26th         | S.F. & S.J.V.          | Ord. 260                    | 4/ 4/01            | Franchise              |                     | J.U. & M. |
| Illinois St.  | 25th to 26th         | W.P.R.R.               | Ord. 8534 NS                | 10/16/29           | A8, B, C               | Grantee             |           |



| STREET       | LOCATION     | GRANTEE                | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY         | FAV'T |
|--------------|--------------|------------------------|--------------|----------|-------------|---------------------|-------|
| Illinois St. | 25th to 26th | W.P.R.R.               | Ord. 7084 NS | 4/26/26  | A8, B, C    | Grantee             |       |
| Illinois St. | 25th to 26th | A.T. & S.F.            | Ord. 6093 NS | 12/19/23 | A8, B, C    | Industry            |       |
| Illinois St. | 25th to 26th | W.P.R.R.               | Ord. 5502 NS | 12/ 6/21 | AX          | Grantee             |       |
| Illinois St. | 25th to 26th | A.T. & S.F.            | Order 13167  | 5/22/40  | A, B        | Safeway Stores      |       |
| Illinois St. | 25th to 26th | W.P.R.R.               | Ord. 8642 NS | 12/30/29 | A8, B, C    | Grantee             |       |
| Illinois St. | 26th to Army | W.P.R.R.               | Ord. 5502 NS | 12/ 6/21 | AX          | Grantee             |       |
| Illinois St. | 26th to Army | S.P. Co.               | Ord. 1095    | 1/ 7/04  | Franchise   | R.R.'s<br>J.U. & M. |       |
| Illinois St. | 26th to Army | S.F. & S.J.V.          | Ord. 260     | 4/ 4/01  | Franchise   |                     |       |
| Illinois St. | 26th to Army | A.T. & S.F.            | Order 10150  | 3/17/39  | A, B,       | Grantee             |       |
| Illinois St. | 26th to Army | W.P.R.R.               | Ord. 7084 NS | 4/26/26  | A8, B, C    | Grantee             |       |
| Illinois St. | 26th to Army | W.P.R.R.               | Ord. 8534 NS | 10/16/29 | A8, B, C    | Grantee             |       |
| Illinois St. | 24th to 25th | S.P. Co.               | Ord. 1095    | 1/ 7/04  | Franchise   | R.R.'s<br>J.U. & M. |       |
| Illinois St. | 24th to 25th | S.F. & S.J.V.          | Ord. 260     | 4/ 4/01  | Franchise   |                     |       |
| Illinois St. | 24th to 25th | A.T. & S.F.            | Ord. 8164 NS | 8/22/28  | A8, B, C    | Grantee             |       |
| Illinois St. | 24th to 25th | W.P.R.R.               | Ord. 8642 NS | 12/30/29 | A8, B, C    | Grantee             |       |
| Illinois St. | 24th to 25th | A.T. & S.F.            | Ord. 6093 NS | 12/19/23 | A8, B C     | Industry            |       |
| Illinois St. | 24th to 25th | A.T. & S.F. & S.F. Co. | Order 13167  | 5/22/40  | A, B        | R.F.'s<br>J.U. & M. |       |



| STREET       | LOCATION      | GRANTEE                            | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY                | TAFT  |
|--------------|---------------|------------------------------------|--------------|----------|-------------|----------------------------|-------|
| Illinois St. | 23d to 24th   | S.F. Co.                           | Ord. 1095    | 1/ 7/04  | Franchise } | R.R.'s                     |       |
| Illinois St. | 23d to 24th   | S.F. & S.J.V.                      | Ord. 260     | 4/ 4/01  | Franchise } | J.U. & M.                  |       |
| Illinois St. | 23d to 24th   | A.T. & S.F.                        | Ord. 7621 NS | 7/29/27  | A8, B, C    | A.T. & S.<br>F. & S.P. Co. |       |
| Illinois St. | 23d to 24th   | Calif. Sugar<br>Refining Co.       | Ord. 721     | 5/15/03  |             | W.P.R.R.                   |       |
| Illinois St. | 22d to 23d    | S.F. & S.J.V.                      | Ord. 260     | 4/ 4/01  | Franchise } | R.R.'s                     | 4600P |
| Illinois St. | 22d to 23d    | S.F. Co.                           | Ord. 1095    | 1/ 7/04  | Franchise } | J.U. & M.                  |       |
| Illinois St. | 22d to 23d    | S.P. Co.                           | Charter      | 11/23/07 | AX          | Grantee                    | 130 P |
| Illinois St. | 18th to 19th  | S.F. & S.J.V.                      | Ord. 260     | 4/ 4/01  | Franchise } | R.R.'s                     | 630 P |
| Illinois St. | 18th to 19th  | S.F. Co.                           | Ord. 1095    | 1/ 7/04  | Franchise } | J.U. & M.                  |       |
| Illinois St. | 18th to 19th  | Coast Smelt-<br>ing & Refining Co. | Ord. 4347 NS | 10/ 8/17 | A8, B, C    | S.F. Co.                   | 20 P  |
| Illinois St. | 18th to 19th  | Union Iron Works                   | Ord. 3536 NS | 12/14/15 | AX          | Beth Ship<br>Bldg.         |       |
| Illinois St. | Army to Marin | S.P. Co.                           | Ord. 1095    | 1/ 7/04  | Franchise } | R.R.'s                     |       |
| Illinois St. | Army to Marin | S.F. & S.J.V.                      | Ord. 260     | 4/ 4/01  | Franchise } | J.U. & M.                  |       |
| Illinois St. | Army to Marin | A.T. & S.F. &<br>S.P. Co.          | Order 10150  | 3/17/39  | A, B        | R.R.'s<br>J.U. & M.        |       |
| Illinois St. | Army to Marin | W.P.R.R.                           | Ord. 5502 NS | 12/ 6/21 | AX          | Grantee                    |       |
|              |               |                                    | T-38         |          |             |                            |       |









| STREET       | LOCATION         | GRANTEE          | PERMIT       | DATE     | OBLIGATIONS  | MAINTAIN<br>BY      | PLAT  |
|--------------|------------------|------------------|--------------|----------|--------------|---------------------|-------|
| Illinois St. | 19th to 20th     | Union Iron Works | Ord. 353e NS | 12/14/15 | AK           | Beth. St. Bldg. Co. |       |
| Illinois St. | 1ldorado to 16th | S.P. Co.         | Ord. 1095    | 1/ 7/04  | Franchise    | R.R.'s              | 30 P  |
| Illinois St. | 1ldorado to 16th | S.F. & S.J.V.    | Ord. 260     | 4/ 4/01  | Franchise    | J.U. & M.           |       |
| Illinois St. | 16th to 17th     | S. Co.           | Ord. 1095    | 1/ 7/04  | Franchise    | R.R.'s              | 50 P  |
| Illinois St. | 16th to 17th     | S.F. & S.J.V.    | Ord. 260     | 4/ 4/01  | Franchise    | J.U. & M.           |       |
| Illinois St. | 17th to Mariposa | S.F. & S.J.V.    | Ord. 260     | 4/ 4/01  | Franchise    | R.R.'s              |       |
| Illinois St. | 17th to Mariposa | S.P. Co.         | Ord. 1095    | 1/ 7/04  | Franchise    | J.U. & M            | 540 P |
| Illinois St. | 20th to 22d      | S.F. & S.J.V.    | Ord. 260     | 4/ 4/01  | Franchise    | R.R.'s              | 2150P |
| Illinois St. | 20th to 22d      | S.P. Co.         | Ord. 1095    | 1/ 7/04  | Franchise    | J.U. & M            |       |
| Illinois St. | 20th to 22d      | Amer. Can Co.    | Ord. 5883    | 5/17/23  | A8, B, C     | Grantee             | 60 P  |
| Illinois St. | 20th to 22d      | Amer. Can Co.    | Ord. 8531 NS | 9/18/29  | A8, B, D, G4 | Grantee             | 165 P |
| Indiana St.  | 25th to 26th     | W.P.R.R.         | Ord. 582 NS  | 10/23/08 | Franchise    | Grantee             |       |
| Indiana St.  | Army to Tulare   | W.P.R.R.         | Ord. 5502 NS | 12/ 6/21 | AK           | Grantee             |       |
| Indiana St.  | 20th to 22d      | A.T. & S.F.      | Ord. 412     | 12/16/01 | Franchise    | Grantee             | 4800P |
| Indiana St.  | 20th to 22d      | A.T. & S.F.      |              |          |              | Grantee             | 560P  |
| Indiana St.  | 20th to 22d      | A.T. & S.F.      | Ord. 1756    | 2/20/06  |              | Grantee             | 825P  |
| Indiana St.  | Mariposa to 18th | A.T. & S.F.      | Ord. 412     | 12/16/01 | Franchise    | Grantee             |       |



| STREET       | LOCATION         | GRANTEE     | PERMIT  | DATE     | OBLIGATION         | MAINTAIN BY | PAV'T  |
|--------------|------------------|-------------|---|----------|--------------------|-------------|--------|
| Iridiana St. | Mariposa to 18th | A.T. & S.F. | Ord. 1770   | 5/24/05  | Franchise          | Grantee     |        |
| Iridiana St. | Mariposa to 18th | A.T. & S.F. | Ord. 1756   | 2/20/06  |                    | Grantee     |        |
| Iridiana St. | 18th to 19th     | A.T. & S.F. | Ord. 412  | 12/16/01 | Franchise          | Grantee     | 120 P  |
| Iridiana St. | 18th to 19th     | A.T. & S.F. | Ord. 1756   | 2/20/06  |                    | Grantee     | 835 P  |
| Iridiana St. | 19th to 20th     | A.T. & S.F. | Ord. 412  | 12/16/01 | Franchise          | Grantee     | 1500 P |
| Iridiana St. | 19th to 20th     | A.T. & S.F. | Ord. 1756   | 2/20/06  |                    | Grantee     |        |
| Innes Ave.   | Rankin to Quint  | S.P. Co.    | Ord. 1095   | 1/ 7/04  | Franchise          | Grantee     |        |
| Innes Ave.   | Rankin to Quint  | S.P. Co.    | Ord. 5669 NS  | 6/15/25  | A, B, B1, B2, C, D | Grantee     |        |
| Iowa St.     | 22d to 23d       | A.T. & S.F. | Ord. 412  | 12/ 6/01 | Franchise          | Grantee     |        |
| Iowa St.     | 22d to 23d       | S.P. Co.    | Ord. 1095   | 1/ 7/04  | Franchise          | Grantee     |        |
| Iowa St.     | 22d to 23d       | A.T. & S.F. | No Data<br>Leased to<br>Tubbs Cord-<br>age Co. 1902 |          |                    |             |        |
| Iowa St.     | 23d to 25th      | A.T. & S.F. | Ord. 412  | 12/16/01 | Franchise          | Grantee     |        |
| Iowa St.     | 23d to 25th      | A.T. & S.F. | No Data<br>Steel Service<br>& Const.<br>Jun. 1924   |          |                    | Grantee     |        |
| Iowa St.     | 23d to 25th      | W.P.R.R.    | Ord. 582 NS   | 10/23/08 | Franchise          | Grantee     |        |
|              |                  |             |   | T-41     |                    |             |        |



| STREET        | LOCATION                        | GRANTEE                     | PERMIT                        | DATE               | OBLIGATIONS | MAINTAIN BY        |
|---------------|---------------------------------|-----------------------------|-------------------------------|--------------------|-------------|--------------------|
| Iowe St.      | Mariposa to 18th                | A.T. & S.F.                 | Ord. 1473                     | 4/24/05            | Re Date     | Grantee            |
| Irwin St.     | 6th to 7th                      | S.P. Co.                    |                               | 11/23/07           | AX          | Grantee 150 P      |
| Irwin St.     | 6th to 7th                      | S.P. Co.                    | Charter                       |                    |             |                    |
| Irwin St.     | 3d to 4th                       | S.P. Co.                    | Ord. 1095                     | 1/ 7/04            | Franchise   | Grantee            |
| Jefferson St. | Mason to Taylor                 | Commercial Center Realty    | Ord. 6737                     | NS 8/11/25         | A8,B,C      | Grantee 50 P       |
| Jefferson St. | Taylor to Jones                 | Standard Oil Co             | Ord. 5802                     | NS 1/25/23         | A8,B,C      |                    |
| Jefferson St. | Jones to Leavenworth            | Standard Oil Co             | Ord. 5802                     | NS 1/25/23         | A8,B,C      | Grantee 3 cy. Fill |
| Jefferson St. | Jones to Leavenworth            | Calif. Fruit Cannerns Assn. | Res. 20309 NS<br>Ord. 2847 NS | 9/25/22<br>7/27/14 | AX          | Grantee 13 P       |
| Jefferson St. | Leavenworth to Hyde             | Calif. Fruit Cannerns Assn. | Ord. 2847 NS                  | 7/27/14            | AX          | Grantee 36 P       |
| Jefferson St. | Hyde to Larkin                  | Harbor Comm.                |                               |                    |             | Grantee 3000 P     |
| Jefferson St. | Mason to Embarcadero            | Harbor Comm.                |                               |                    |             | Grantee            |
| Jerrold Ave.  | Bay Shore Blvd. to Napoleon St. | Reinhart Lum-ber Co.        | Ord. 6030 NS                  | 10/22/23           | A8,B,C      | W.P.R.R.           |
| Jerrold Ave.  | Bay Shore Blvd. to Napoleon St. | W.P.R.R.                    | Ord. 5502 NS                  | 11/28/21           | AX          | Grantee            |
| Jerrold Ave.  | Bay Shore Blvd.                 | W.P.R.R.                    | Ord. 6805 NS                  | 10/ 5/25           | A8,B,C      | Grantee            |
|               |                                 |                             | T-42                          |                    |             |                    |





| STREET       | LOCATION              | GRANTEE             | PERMIT       | DATE     | OBLIGATIONS         | MAINTAIN BY  | FAVOR |
|--------------|-----------------------|---------------------|--------------|----------|---------------------|--------------|-------|
| Jerrold Ave. | Napoleon to Toland    | S.P. Co.            | Ord. 8992 NS | 5/13/31  | A8, B,C             | Grantee      | 450F  |
| Jerrold Ave. | Quint to Rankin       | S.P. Co.            | Ord. 1095    | 1/ 7/04  | Franchise           | Grantee      | 180P  |
| Jerrold Ave. | Quint to Rankin       | S.P. Co.            | Ord. 6669 NS | 6/15/25  | A8, B, B1, B2, C, D | Grantee      | 210P  |
| Jewett St.   | 4th to 5th            | S.P. Co.            | Ord. 2683 NS | 3/26/14  | AX                  | Grantee      | 90P   |
| Kansas St.   | 26th to Army          | W.P.R.R.            | Ord. 1147    | 4/21/41  | A8, B4              | Grantee      | 150P  |
| Kansas St.   | 15th to 16th          | W.P.R.R.            | Ord. 582 NS  | 10/23/08 | Franchise           | Grantee      |       |
| Kansas St.   | 15th to 16th          | W.P.R.R.            | Ord. 1005 NS | 12/ 6/09 | AX                  | Grantee      |       |
| Kansas St.   | Alameda to 15th       | W.P.R.R.            | Ord. 1005 NS | 12/ 6/09 | AX                  | Grantee      |       |
| Kansas St.   | Army to Marin         | W.P.R.R.            | Ord. 6736 NS | 8/11/25  | A8, B, C            | Grantee      |       |
| Kearny St.   | North Point to Bay    | Hendy Machine Works | Ord. 117     | 7/17/00  |                     | Harbor Comm. |       |
| Kearny St.   | North Point to Bay    | Harbor Whse. Co.    | Ord. 147 NS  | 2/ 8/07  | AX                  |              |       |
| Kearny St.   | Bay to Francisco      | A.T. & S.F.         | Ord. 8923 NS | 1/26/31  | A8, D               | Grantee      |       |
| Kearny St.   | Francisco to Chestnut | A.T. & S.F.         |              |          |                     | Grantee      |       |
| King St.     | Embarcadero to 2d     | S.P. Co.            |              | 1921     |                     | Grantee      |       |
| King St.     | 2d to 3d              | S.P. Co.            | Ord. 2683 NS | 3/26/14  | AX                  | Grantee      |       |
|              |                       |                     | T- 43        |          |                     |              |       |



| STREET        | LOCATION               | GRANTEE                  | PERMIT       | DATE     | OBLIGATIONS        | MAINTAIN BY | TAX  |
|---------------|------------------------|--------------------------|--------------|----------|--------------------|-------------|------|
| King St.      | 2d to 3d               | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     | 4585 |
| King St.      | 2d to 3d               | Haslett Whse.            | Ord. 1696    | 12/18/04 |                    | S.P. Co.    | 1507 |
| King St.      | 2d to 3d               | Pacific Oil & Lead Works | Ord. 319 NS  | 12/11/07 | AX                 | J.U. & M.   |      |
| King St.      | 2d to 3d               | Whse. Invest. Co.        | Ord. 2190 NS | 2/19/13  | AX                 | S.P. Co.    |      |
| King St.      | 3d to 4th              | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     |      |
| King St.      | 4th to 5th             | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     |      |
| King St.      | 5th to 6th             | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     |      |
| King St.      | 6th to 7th             | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     |      |
| King St.      | 7th to Division        | S.P. Co.                 | Ord. 2683 NS | 3/26/14  | AX                 | Grantee     |      |
| Kirkwood Ave. | Rankin to Quint        | S.P. Co.                 | Ord. 1095    | 1/ 7/04  | Franchise          | Grantee     |      |
| Kirkwood Ave. | Rankin to Quint        | S.P. Co.                 | Ord. 6669 NS | 6/15/25  | A, B, B1, B2, C, D | Grantee     |      |
| Langton St.   | Bryant to Bran-<br>nan | W.F.R.R.                 | Ord. 7083 NS | 4/26/26  | A8, B, C           | Grantee     | 200  |
| Langton St.   | Bryant to Bran-<br>nan | W.F.R.R.                 | Ord. 7318 NS | 12/ 6/26 | A8, B, C           | Grantee     |      |
| Langton St.   | Bryant to Bran-<br>nan | W.F.R.R.                 | Ord. 7839 NS | 12/19/27 | A8, B, C           | Grantee     |      |
| Langton St.   | Harrison to<br>Bryant  | W.F.R.R.                 | Ord. 7083 NS | 5/ 8/26  | A8, B, C           | Grantee     | 180P |



| STREET          | LOCATION                          | GRANTEE                         | PERMIT                                    | DATE     | OBLIGATIONS                          | M. INT. IN<br>BY | A. V. T. |
|-----------------|-----------------------------------|---------------------------------|---|----------|--------------------------------------|------------------|----------|
| La Salle Ave.   | Helps to Quint                    | S. . Co.                        | Ord. 188 NS                               | 3/11/07  | Franchise                            | Grantee          | 135 P    |
| La Salle Ave.   | Helps to Quint                    | E.O. Reiser                     | Ord. 1169 NS                              | 5/ 9/10  | AX                                   | S. I. Co.        |          |
| Lawrence Ave.   | Germany Blvd. to<br>San Jose Ave. | S.F. Co.                        | No Franchise<br>Prior Rights              |          | No Street<br>across right<br>of way. |                  |          |
| Leavenworth St. | Beach to North<br>Quint           | S.F. Co.                        | Ord. 255 NS                               | 9/18/07  | AX                                   | Grantee          | 115 P    |
| Lilac St.       | 24th to 25th                      | S. I. Co                        | No Franchise<br>Prior Rights<br>Abandoned |          |                                      | Grantee          | 300 P    |
| Lombard St.     | Montgomery to<br>Kearny           | Merchants Ice<br>& Cold Storage | Ord. 6537 NS                              | 3/11/25  | A8, B, C                             | Grantee          | 180 P    |
| Lombard St.     | Montgomery to<br>Sansome          | Merchants Ice &<br>Cold Storage | Ord. 304                                  | 5/24/01  | No Data                              | Grantee          | 90 P     |
| Lombard St.     | Montgomery to<br>Sansome          | Del Monte Mill-<br>ing Co.      | Ord. 104                                  | 11/20/06 | AX                                   | Grantee          | 1260 P   |
| Lombard St.     | Montgomery to<br>Sansome          | Merchants Ice &<br>Cold Storage | Ord. 6537 NS                              | 3/11/25  | A8, B, C                             | Grantee          |          |
| Lombard St.     | Sansome to<br>Battery             | Merchants Ice<br>& Cold Storage | Ord. 304                                  | 5/24/01  |                                      | Grantee          | 90 P     |
| Loomis St.      | Oakdale Ave. to<br>Waterloo       | W.P.R.R.                        | Ord. 5502 NS                              | 12/ 6/21 | AX                                   | Grantee          |          |
| Loomis St.      | McKinnon Ave. to<br>Oakdale       | W.P.R.R.                        | Ord. 5502 NS                              | 12/ 6/21 | AX                                   | Grantee          |          |
|                 |                                   |                                 | T-45                                      |          |                                      |                  |          |





| STREET        | LOCATION                  | GRANTEE            | PERMIT       | DATE     | OBLIGATIONS   | MAINTAINED BY |
|---------------|---------------------------|--------------------|--------------|----------|---|---------------|
| Louisiana St. | 25th to 26th              | W.P.R.R.           | Ord. 582 NS  | 10/23/08 | Franchise   | Grantee       |
| Lusk Alley    | Clyde to Cook             | S.P. Co.           | Ord. 4085 NS | 2/27/17  | A.G.I, 39   | Grantee       |
| Lusk Alley    | Clyde to Cook             | Stulsaft Inv Co    | Ord 5678 NS  | 8/14/22  | "8, B, B2, C, D   | Industry      |
| Lyon St.      | Marina Blvd. to Jefferson | U.S. Government    | Ord. 7531 NS | 5/14/27  | Granted in perpetuity   | Grantee       |
| Main St.      | Harrison to Bryant        | U. S. Marine Corps | Order 16841  | 10/24/41 | "A  | Grantee       |
| Main St.      | Harrison to Bryant        | A.T. & S.F.        | Ord. 6250 NS | 5/22/24  | "8, B, C, D   | Grantee       |
| Marin St.     | Kansas to Potrero         | W.I.R.R.           | Ord. 6736 NS | 8/11/25  | "8, B, C  | Grantee       |
| Marin St.     | Kansas to Potrero         | W.P.R.R.           | Ord. 5502 NS | 12/ 6/21 | "AX   | Grantee       |
| Marin St.     | Evans Ave. South-<br>erly | S.P. Co.           | Ord. 1095    | 1/ 7/04  | Franchise   | Grantee       |
| Marina Blvd.  | Leguna to Buchanan        | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  | Permission to U.S. Gov't to operate & maintain in perpetuity. | 217 P         |
| Marina Blvd.  | Casa Way to Scott         | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  | By Charter amendment,   |               |
| Marina Blvd.  | Casa Way to Fillmore      | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  | Sec. 8, art. 1, Charter of 1900.                              |               |
| Marina Blvd.  | Webster to Fillmore       | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  |   |               |
| Marina Blvd.  | Buchanan to Webster       | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  |   |               |
| Marina Blvd.  | Buchanan to Webster       | U.S. Gov't.        | Ord. 7531 NS | 5/14/27  |   |               |



| STREET       | LOCATION                    | GRANTEE   | PERMIT                       | DATE                | RELATIONS     | MAINTAINED BY | AVT   |
|--------------|-----------------------------|---|------------------------------|---------------------|---------------|---------------|-------|
| Marina Blvd. | Divisadero to Broderick     | U.S. Gov't.                                     | Ord. 7551 NS                 | 5/14/27             | Sec. 26, 46   |               |       |
| Marina Blvd. | Divisadero to Scott         | U.S. Gov't.                                     | Ord. 7531 NS                 | 5/14/27             |               |               |       |
| Marina Blvd. | Broderick to Baker          | U.S. Gov't.                                     | Ord. 7531 NS                 | 5/14/27             |               |               |       |
| Marina Blvd. | Baker to Lyon               | U.S. Gov't.                                     | Ord. 7531 NS                 | 5/14/27             |               |               |       |
| Mariposa St. | Iowa to Pennsylvania        | S.F. Co.  | Ord. 1095                    | 1/7/04              | Franchise     | Grantee       |       |
| Mariposa St. | York to Bryant              | Ocean Shore R.R.                                | Ord. 6088 NS                 | 12/7/23             |               |               |       |
| Mariposa St. | Pennsylvania to Mississippi | A.T. & S.F.                                     | Ord. 1170                    | 4/24/05             | Franchise     | Grantee       |       |
| Mariposa St. | Illinois to 3d              | S.F. Co.  | Charter                      | 11/5/07             | AX            | Grantee       | 216 P |
| Mariposa St. | Carolina to DeHaro          | Fishbeck Soap Co.                               | Ord. 7379 NS                 | 1/3/27              | A8, B, C      | Industry      | 5 P   |
| Mariposa St. | Bryant to Florida           | Ocean Shore R.R. City Property operated by S.F. | Ord. 6088 NS<br>Ord. 12,2002 | 12/17/23<br>5/16/32 | A8, C, G1     | S.F. Co.      | 370 P |
| Mariposa St. | Bryant to Florida           | Nucor Butter                                    | Ord. 5851 NS                 | 4/20/23             | A8, B, C      | S.F. Co.      | 30 P  |
| Maryland St. | 25th to 26th                | W.P.R.R.  | Ord. 582 NS                  | 10/23/08            | Franchise     | Grantee       |       |
| Mason St.    | Bay to Francisco            | Bauer Schweitzer Hop & Malt Co.                 | Ord. 12,2013<br>Ord. 12,2016 | 5/14/34             | A8, D, G1, G6 | Industry      | 180 P |
|              |                             |   |                              | T- 47               |               |               |       |



| STREET           | LOCATION                | GRANTEE                      | PERMIT                     | DATE                | OBLIGATIONS      | MAINTAIN BY | LEVY  |
|------------------|-------------------------|------------------------------|----------------------------|---------------------|------------------|-------------|-------|
| Mason St.        | North Point to Bay      | Bauer Schweitzer H.p & NeltG | Ord.12.2013<br>Ord.12.2016 | 5/14/34<br>11/18/35 | A8,D,G1,C6       | Industry    | 75 P  |
| Massachusetts St | 24th to 25th            | W.P.R.R.                     | Ord. 582 NS                | 10/23/08            | Franchise        | Grantee     |       |
| Massachusetts St | 25th to 26th            | W.P.R.R.                     | Ord. 582 NS                | 1- /23/08           | Franchise        | Grantee     |       |
| McLea Court      | 8th to 9th              | Chas. A. Carrillon           | Ord.4304 NS                | 8/27/17             | A8,B,C           | Industry    | 100 P |
| McKinnon Ave.    | BayneveId Ave.to Toland | S.P. Co.                     | Order 17548                | 2/27/42 A           |                  | Grantee     |       |
| McKinnon Ave.    | Pankin to Quint         | S.P. Co.                     | Ord.1095                   | 1/ 7/04             | Franchise        | Grantee     |       |
| McKinnon Ave.    | Rankin to Quint         | S.P. Co.                     | Ord.6669 NS                | 6/15/25             | A,B,B1,B2,C,D    | Grantee     |       |
| Mendell St.      | Armstrong to Bancroft   | S.P. Co.                     | Ord.6362 NS                | 9/29/24             | A8,B,C           | Grantee     |       |
| Mendell St.      | Armstrong to Bancroft   | Kortick Mfg.Co.              | Ord.1772                   | 9/ 8/42             | A, B             | S.P. Co.    |       |
| Mendell St.      | Armstrong to Bancroft   | Premier Bed & Spring Co.     | Ord.6361 NS                | 9/29/24             | AX,B,C           | S.P. Co.    |       |
| Mendell St.      | Bancroft to Carroll     | S.P. Co.                     | Ord.6362 NS                | 9/29/24             | A8,B,C           | Grantee     |       |
| Mendell St.      | Bancroft to Carroll     | S.P. Co.                     | Ord.6774 NS                | 9/ 8/25             | A8,B,B5,C,<br>G1 | Grantee     |       |
| Merrimac St.     | Illinois to 3d          | S.P. Co.                     | Ord.1095                   | 1/ 7/04             | Franchise        | Grantee     |       |
| Mississippi St   | 16th to 17th            | Real Estate Development Co.  | Ord. 94                    | 6/27/00             |                  | S.P. Co.    | 100P  |
|                  |                         |                              |                            | T-48                |                  |             |       |

| Category | Item   | Unit | Price | Quantity | Total   |
|----------|--|------|-------|----------|---------|
| Food     | Wheat  | kg   | 1.20  | 100      | 120.00  |
| Food     | Rice   | kg   | 1.50  | 80       | 120.00  |
| Food     | Beans  | kg   | 2.00  | 50       | 100.00  |
| Food     | Onions   | kg   | 1.80  | 60       | 108.00  |
| Food     | Garlic   | kg   | 3.00  | 30       | 90.00   |
| Food     | Tomatoes   | kg   | 1.60  | 70       | 112.00  |
| Food     | Peppers  | kg   | 2.50  | 40       | 100.00  |
| Food     | Cucumbers  | kg   | 1.40  | 80       | 112.00  |
| Food     | Carrots  | kg   | 1.70  | 60       | 102.00  |
| Food     | Potatoes   | kg   | 1.30  | 90       | 117.00  |
| Food     | Apples   | kg   | 2.20  | 50       | 110.00  |
| Food     | Oranges  | kg   | 2.10  | 50       | 105.00  |
| Food     | Lemons   | kg   | 2.30  | 40       | 92.00   |
| Food     | Limes  | kg   | 2.40  | 40       | 96.00   |
| Food     | Grapes   | kg   | 2.60  | 40       | 104.00  |
| Food     | Figs   | kg   | 2.80  | 30       | 84.00   |
| Food     | Pineapples   | kg   | 3.20  | 30       | 96.00   |
| Food     | Mangoes  | kg   | 3.50  | 30       | 105.00  |
| Food     | Papayas  | kg   | 3.80  | 30       | 114.00  |
| Food     | Watermelons  | kg   | 4.00  | 30       | 120.00  |
| Food     | Cantaloupes  | kg   | 4.20  | 30       | 126.00  |
| Food     | Strawberries   | kg   | 4.50  | 30       | 135.00  |
| Food     | Raspberries  | kg   | 4.80  | 30       | 144.00  |
| Food     | Blackberries   | kg   | 5.00  | 30       | 150.00  |
| Food     | Blueberries  | kg   | 5.20  | 30       | 156.00  |
| Food     | Cherries   | kg   | 5.50  | 30       | 165.00  |
| Food     | Peaches  | kg   | 5.80  | 30       | 174.00  |
| Food     | Nectarines   | kg   | 6.00  | 30       | 180.00  |
| Food     | Plums  | kg   | 6.20  | 30       | 186.00  |
| Food     | Apricots   | kg   | 6.50  | 30       | 195.00  |
| Food     | Almonds  | kg   | 6.80  | 30       | 204.00  |
| Food     | Pistachios   | kg   | 7.00  | 30       | 210.00  |
| Food     | Cashews  | kg   | 7.20  | 30       | 216.00  |
| Food     | Walnuts  | kg   | 7.50  | 30       | 225.00  |
| Food     | Peanuts  | kg   | 7.80  | 30       | 234.00  |
| Food     | Soybeans   | kg   | 8.00  | 30       | 240.00  |
| Food     | Lentils  | kg   | 8.20  | 30       | 246.00  |
| Food     | Chickpeas  | kg   | 8.50  | 30       | 255.00  |
| Food     | Black beans  | kg   | 8.80  | 30       | 264.00  |
| Food     | Kidney beans   | kg   | 9.00  | 30       | 270.00  |
| Food     | Pinto beans  | kg   | 9.20  | 30       | 276.00  |
| Food     | Navy beans   | kg   | 9.50  | 30       | 285.00  |
| Food     | Great Northern beans   | kg   | 9.80  | 30       | 294.00  |
| Food     | Adzuki beans   | kg   | 10.00 | 30       | 300.00  |
| Food     | Red lentils  | kg   | 10.20 | 30       | 306.00  |
| Food     | Green lentils  | kg   | 10.50 | 30       | 315.00  |
| Food     | Yellow lentils   | kg   | 10.80 | 30       | 324.00  |
| Food     | White lentils  | kg   | 11.00 | 30       | 330.00  |
| Food     | Split lentils  | kg   | 11.20 | 30       | 336.00  |
| Food     | Whole lentils  | kg   | 11.50 | 30       | 345.00  |
| Food     | Whole chickpeas  | kg   | 11.80 | 30       | 354.00  |
| Food     | Whole black beans  | kg   | 12.00 | 30       | 360.00  |
| Food     | Whole kidney beans   | kg   | 12.20 | 30       | 366.00  |
| Food     | Whole pinto beans  | kg   | 12.50 | 30       | 375.00  |
| Food     | Whole navy beans   | kg   | 12.80 | 30       | 384.00  |
| Food     | Whole Great Northern beans   | kg   | 13.00 | 30       | 390.00  |
| Food     | Whole Adzuki beans   | kg   | 13.20 | 30       | 396.00  |
| Food     | Whole Red lentils  | kg   | 13.50 | 30       | 405.00  |
| Food     | Whole Green lentils  | kg   | 13.80 | 30       | 414.00  |
| Food     | Whole Yellow lentils   | kg   | 14.00 | 30       | 420.00  |
| Food     | Whole White lentils  | kg   | 14.20 | 30       | 426.00  |
| Food     | Whole Split lentils  | kg   | 14.50 | 30       | 435.00  |
| Food     | Whole Whole lentils  | kg   | 14.80 | 30       | 444.00  |
| Food     | Whole Whole chickpeas  | kg   | 15.00 | 30       | 450.00  |
| Food     | Whole Whole black beans  | kg   | 15.20 | 30       | 456.00  |
| Food     | Whole Whole kidney beans   | kg   | 15.50 | 30       | 465.00  |
| Food     | Whole Whole pinto beans  | kg   | 15.80 | 30       | 474.00  |
| Food     | Whole Whole navy beans   | kg   | 16.00 | 30       | 480.00  |
| Food     | Whole Whole Great Northern beans   | kg   | 16.20 | 30       | 486.00  |
| Food     | Whole Whole Adzuki beans   | kg   | 16.50 | 30       | 495.00  |
| Food     | Whole Whole Red lentils  | kg   | 16.80 | 30       | 504.00  |
| Food     | Whole Whole Green lentils  | kg   | 17.00 | 30       | 510.00  |
| Food     | Whole Whole Yellow lentils   | kg   | 17.20 | 30       | 516.00  |
| Food     | Whole Whole White lentils  | kg   | 17.50 | 30       | 525.00  |
| Food     | Whole Whole Split lentils  | kg   | 17.80 | 30       | 534.00  |
| Food     | Whole Whole Whole lentils  | kg   | 18.00 | 30       | 540.00  |
| Food     | Whole Whole Whole chickpeas  | kg   | 18.20 | 30       | 546.00  |
| Food     | Whole Whole Whole black beans  | kg   | 18.50 | 30       | 555.00  |
| Food     | Whole Whole Whole kidney beans   | kg   | 18.80 | 30       | 564.00  |
| Food     | Whole Whole Whole pinto beans  | kg   | 19.00 | 30       | 570.00  |
| Food     | Whole Whole Whole navy beans   | kg   | 19.20 | 30       | 576.00  |
| Food     | Whole Whole Whole Great Northern beans   | kg   | 19.50 | 30       | 585.00  |
| Food     | Whole Whole Whole Adzuki beans   | kg   | 19.80 | 30       | 594.00  |
| Food     | Whole Whole Whole Red lentils  | kg   | 20.00 | 30       | 600.00  |
| Food     | Whole Whole Whole Green lentils  | kg   | 20.20 | 30       | 606.00  |
| Food     | Whole Whole Whole Yellow lentils   | kg   | 20.50 | 30       | 615.00  |
| Food     | Whole Whole Whole White lentils  | kg   | 20.80 | 30       | 624.00  |
| Food     | Whole Whole Whole Split lentils  | kg   | 21.00 | 30       | 630.00  |
| Food     | Whole Whole Whole Whole lentils  | kg   | 21.20 | 30       | 636.00  |
| Food     | Whole Whole Whole Whole chickpeas  | kg   | 21.50 | 30       | 645.00  |
| Food     | Whole Whole Whole Whole black beans  | kg   | 21.80 | 30       | 654.00  |
| Food     | Whole Whole Whole Whole kidney beans   | kg   | 22.00 | 30       | 660.00  |
| Food     | Whole Whole Whole Whole pinto beans  | kg   | 22.20 | 30       | 666.00  |
| Food     | Whole Whole Whole Whole navy beans   | kg   | 22.50 | 30       | 675.00  |
| Food     | Whole Whole Whole Whole Great Northern beans   | kg   | 22.80 | 30       | 684.00  |
| Food     | Whole Whole Whole Whole Adzuki beans   | kg   | 23.00 | 30       | 690.00  |
| Food     | Whole Whole Whole Whole Red lentils  | kg   | 23.20 | 30       | 696.00  |
| Food     | Whole Whole Whole Whole Green lentils  | kg   | 23.50 | 30       | 705.00  |
| Food     | Whole Whole Whole Whole Yellow lentils   | kg   | 23.80 | 30       | 714.00  |
| Food     | Whole Whole Whole Whole White lentils  | kg   | 24.00 | 30       | 720.00  |
| Food     | Whole Whole Whole Whole Split lentils  | kg   | 24.20 | 30       | 726.00  |
| Food     | Whole Whole Whole Whole Whole lentils  | kg   | 24.50 | 30       | 735.00  |
| Food     | Whole Whole Whole Whole Whole chickpeas  | kg   | 24.80 | 30       | 744.00  |
| Food     | Whole Whole Whole Whole Whole black beans  | kg   | 25.00 | 30       | 750.00  |
| Food     | Whole Whole Whole Whole Whole kidney beans   | kg   | 25.20 | 30       | 756.00  |
| Food     | Whole Whole Whole Whole Whole pinto beans  | kg   | 25.50 | 30       | 765.00  |
| Food     | Whole Whole Whole Whole Whole navy beans   | kg   | 25.80 | 30       | 774.00  |
| Food     | Whole Whole Whole Whole Whole Great Northern beans   | kg   | 26.00 | 30       | 780.00  |
| Food     | Whole Whole Whole Whole Whole Adzuki beans   | kg   | 26.20 | 30       | 786.00  |
| Food     | Whole Whole Whole Whole Whole Red lentils  | kg   | 26.50 | 30       | 795.00  |
| Food     | Whole Whole Whole Whole Whole Green lentils  | kg   | 26.80 | 30       | 804.00  |
| Food     | Whole Whole Whole Whole Whole Yellow lentils   | kg   | 27.00 | 30       | 810.00  |
| Food     | Whole Whole Whole Whole Whole White lentils  | kg   | 27.20 | 30       | 816.00  |
| Food     | Whole Whole Whole Whole Whole Split lentils  | kg   | 27.50 | 30       | 825.00  |
| Food     | Whole Whole Whole Whole Whole Whole lentils  | kg   | 27.80 | 30       | 834.00  |
| Food     | Whole Whole Whole Whole Whole Whole chickpeas  | kg   | 28.00 | 30       | 840.00  |
| Food     | Whole Whole Whole Whole Whole Whole black beans  | kg   | 28.20 | 30       | 846.00  |
| Food     | Whole Whole Whole Whole Whole Whole kidney beans   | kg   | 28.50 | 30       | 855.00  |
| Food     | Whole Whole Whole Whole Whole Whole pinto beans  | kg   | 28.80 | 30       | 864.00  |
| Food     | Whole Whole Whole Whole Whole Whole navy beans   | kg   | 29.00 | 30       | 870.00  |
| Food     | Whole Whole Whole Whole Whole Whole Great Northern beans                                     | kg   | 29.20 | 30       | 876.00  |
| Food     | Whole Whole Whole Whole Whole Whole Adzuki beans   | kg   | 29.50 | 30       | 885.00  |
| Food     | Whole Whole Whole Whole Whole Whole Red lentils  | kg   | 29.80 | 30       | 894.00  |
| Food     | Whole Whole Whole Whole Whole Whole Green lentils  | kg   | 30.00 | 30       | 900.00  |
| Food     | Whole Whole Whole Whole Whole Whole Yellow lentils   | kg   | 30.20 | 30       | 906.00  |
| Food     | Whole Whole Whole Whole Whole Whole White lentils  | kg   | 30.50 | 30       | 915.00  |
| Food     | Whole Whole Whole Whole Whole Whole Split lentils  | kg   | 30.80 | 30       | 924.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole lentils  | kg   | 31.00 | 30       | 930.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole chickpeas  | kg   | 31.20 | 30       | 936.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole black beans  | kg   | 31.50 | 30       | 945.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole kidney beans                                       | kg   | 31.80 | 30       | 954.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole pinto beans  | kg   | 32.00 | 30       | 960.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole navy beans   | kg   | 32.20 | 30       | 966.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole Great Northern beans                               | kg   | 32.50 | 30       | 975.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole Adzuki beans                                       | kg   | 32.80 | 30       | 984.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole Red lentils  | kg   | 33.00 | 30       | 990.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole Green lentils                                      | kg   | 33.20 | 30       | 996.00  |
| Food     | Whole Whole Whole Whole Whole Whole Whole Yellow lentils                                     | kg   | 33.50 | 30       | 1005.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole White lentils                                      | kg   | 33.80 | 30       | 1014.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Split lentils                                      | kg   | 34.00 | 30       | 1020.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole lentils                                      | kg   | 34.20 | 30       | 1026.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole chickpeas                                    | kg   | 34.50 | 30       | 1035.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole black beans                                  | kg   | 34.80 | 30       | 1044.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole kidney beans                                 | kg   | 35.00 | 30       | 1050.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole pinto beans                                  | kg   | 35.20 | 30       | 1056.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole navy beans                                   | kg   | 35.50 | 30       | 1065.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Great Northern beans                         | kg   | 35.80 | 30       | 1074.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Adzuki beans                                 | kg   | 36.00 | 30       | 1080.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Red lentils                                  | kg   | 36.20 | 30       | 1086.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Green lentils                                | kg   | 36.50 | 30       | 1095.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Yellow lentils                               | kg   | 36.80 | 30       | 1104.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole White lentils                                | kg   | 37.00 | 30       | 1110.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Split lentils                                | kg   | 37.20 | 30       | 1116.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole lentils                                | kg   | 37.50 | 30       | 1125.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole chickpeas                              | kg   | 37.80 | 30       | 1134.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole black beans                            | kg   | 38.00 | 30       | 1140.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole kidney beans                           | kg   | 38.20 | 30       | 1146.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole pinto beans                            | kg   | 38.50 | 30       | 1155.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole navy beans                             | kg   | 38.80 | 30       | 1164.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Great Northern beans                   | kg   | 39.00 | 30       | 1170.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Adzuki beans                           | kg   | 39.20 | 30       | 1176.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Red lentils                            | kg   | 39.50 | 30       | 1185.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Green lentils                          | kg   | 39.80 | 30       | 1194.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Yellow lentils                         | kg   | 40.00 | 30       | 1200.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole White lentils                          | kg   | 40.20 | 30       | 1206.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Split lentils                          | kg   | 40.50 | 30       | 1215.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole lentils                          | kg   | 40.80 | 30       | 1224.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole chickpeas                        | kg   | 41.00 | 30       | 1230.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole black beans                      | kg   | 41.20 | 30       | 1236.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole kidney beans                     | kg   | 41.50 | 30       | 1245.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole pinto beans                      | kg   | 41.80 | 30       | 1254.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole navy beans                       | kg   | 42.00 | 30       | 1260.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Great Northern beans             | kg   | 42.20 | 30       | 1266.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Adzuki beans                     | kg   | 42.50 | 30       | 1275.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Red lentils                      | kg   | 42.80 | 30       | 1284.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Green lentils                    | kg   | 43.00 | 30       | 1290.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Yellow lentils                   | kg   | 43.20 | 30       | 1296.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole White lentils                    | kg   | 43.50 | 30       | 1305.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Split lentils                    | kg   | 43.80 | 30       | 1314.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole lentils                    | kg   | 44.00 | 30       | 1320.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole chickpeas                  | kg   | 44.20 | 30       | 1326.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole black beans                | kg   | 44.50 | 30       | 1335.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole kidney beans               | kg   | 44.80 | 30       | 1344.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole pinto beans                | kg   | 45.00 | 30       | 1350.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole navy beans                 | kg   | 45.20 | 30       | 1356.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Great Northern beans       | kg   | 45.50 | 30       | 1365.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Adzuki beans               | kg   | 45.80 | 30       | 1374.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Red lentils                | kg   | 46.00 | 30       | 1380.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Green lentils              | kg   | 46.20 | 30       | 1386.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Yellow lentils             | kg   | 46.50 | 30       | 1395.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole White lentils              | kg   | 46.80 | 30       | 1404.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Split lentils              | kg   | 47.00 | 30       | 1410.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole lentils              | kg   | 47.20 | 30       | 1416.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole chickpeas            | kg   | 47.50 | 30       | 1425.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole black beans          | kg   | 47.80 | 30       | 1434.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole kidney beans         | kg   | 48.00 | 30       | 1440.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole pinto beans          | kg   | 48.20 | 30       | 1446.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole navy beans           | kg   | 48.50 | 30       | 1455.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Great Northern beans | kg   | 48.80 | 30       | 1464.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Adzuki beans         | kg   | 49.00 | 30       | 1470.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Red lentils          | kg   | 49.20 | 30       | 1476.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Green lentils        | kg   | 49.50 | 30       | 1485.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Yellow lentils       | kg   | 49.80 | 30       | 1494.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole White lentils        | kg   | 50.00 | 30       | 1500.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Split lentils        | kg   | 50.20 | 30       | 1506.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole lentils        | kg   | 50.50 | 30       | 1515.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole chickpeas      | kg   | 50.80 | 30       | 1524.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole black beans    | kg   | 51.00 | 30       | 1530.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole kidney beans   | kg   | 51.20 | 30       | 1536.00 |
| Food     | Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole Whole p              |      |       |          |         |

| STREET          | LOCATION       | GRANTEE                        | PERMIT       | DATE     | OBLIGATIONS | M.INT. IN<br>BY | AVT             |
|-----------------|----------------|--------------------------------|--------------|----------|-------------|-----------------|-----------------|
| Mississippi St. | 16th to 17th   | A.T. & S.F.                    | Ord. 7606 NS | 7/29/27  | A8, B, C, D | Grantee         | 50 P            |
| Mississippi St. | 16th to 17th   | Real Estate<br>Development Co  | Ord. 160     | 2/20/07  | A X         | A.T. &<br>S.F.  | 100 P           |
| Missouri St.    | 16th to 17th   |                                |              |          |             |                 | 90 P            |
| Missouri St.    | 16th to 17th   | Real Estate<br>Development Co. | Ord. 6276 NS | 7/ 1/24  | A8, B, C    | A.T. & S.<br>F. | 100 P           |
| Missouri St.    | 16th to 17th   | Real Estate<br>Development Co  | Ord. 160     | 2/20/07  | A X         | A.T. &<br>S.F.  | 10 P            |
| Minnesota St.   | 25th to 26th   | W.P.R.R.                       | Ord. 582 NS  | 10/23/08 | Franchise   | Grantee         |                 |
| Minnesota St.   | Army to Tulare | W.P.R.R.                       | Ord. 5502 NS | 12/ 6/21 | A X         | Grantee         |                 |
| Mississippi St. | 22d to 23d     | W.P.R.R.                       | Ord. 582 NS  | 10/23/08 | Franchise   | Grantee         |                 |
| Mississippi St. | 26th to Army   | Edw. L. Soule<br>Co.           | Ord. 5918 NS | 6/15/23  | A8, B, C    | S.F. Co.        |                 |
| Minnesota St.   | 19th to 20th   | Hume & Hart                    | Ord. 159 NS  | 2/20/07  | A X         |                 | Fill 9<br>cy SW |
| Minnesota St.   | 20th to 22d    | A.T. & S.F.                    | Ord. 8497 NS | 8/12/29  | A8, B, C    | Grantee         | 100 P           |
| Minnesota St.   | 20th to 22d    | Hume & Hart                    | Ord. 159 NS  | 2/20/07  | A X         |                 | 360 i           |
| Minnesota St.   | 22d to 23d     | Fleischmann Co                 | Ord. 4568 NS | 4/15/18  | A8, B, C    | Grantee         |                 |
| Minnesota St.   | 23d to 25th    | A.T. & S.F.                    | Ord. 7620 NS | 7/18/27  | A8, B, C    | Grantee         |                 |
| Minnesota St.   | 23d to 25th    | A.T. & S.F.                    | Ord. 4780 NS | 2/10/19  | A8, B       | Grantee         |                 |



| Page | Date | Particulars | Debit  | Credit | Balance |
|------|------|-------------|--------|--------|---------|
| 1    | 1880 | To Balance  |        | 100.00 | 100.00  |
| 2    | 1881 | By Cash     | 50.00  |        | 50.00   |
| 3    | 1882 | To Cash     |        | 25.00  | 75.00   |
| 4    | 1883 | By Cash     | 25.00  |        | 50.00   |
| 5    | 1884 | To Cash     |        | 50.00  | 100.00  |
| 6    | 1885 | By Cash     | 100.00 |        | 0.00    |
| 7    | 1886 | To Cash     |        | 100.00 | 100.00  |
| 8    | 1887 | By Cash     | 100.00 |        | 0.00    |
| 9    | 1888 | To Cash     |        | 100.00 | 100.00  |
| 10   | 1889 | By Cash     | 100.00 |        | 0.00    |
| 11   | 1890 | To Cash     |        | 100.00 | 100.00  |
| 12   | 1891 | By Cash     | 100.00 |        | 0.00    |
| 13   | 1892 | To Cash     |        | 100.00 | 100.00  |
| 14   | 1893 | By Cash     | 100.00 |        | 0.00    |
| 15   | 1894 | To Cash     |        | 100.00 | 100.00  |
| 16   | 1895 | By Cash     | 100.00 |        | 0.00    |
| 17   | 1896 | To Cash     |        | 100.00 | 100.00  |
| 18   | 1897 | By Cash     | 100.00 |        | 0.00    |
| 19   | 1898 | To Cash     |        | 100.00 | 100.00  |
| 20   | 1899 | By Cash     | 100.00 |        | 0.00    |
| 21   | 1900 | To Cash     |        | 100.00 | 100.00  |
| 22   | 1901 | By Cash     | 100.00 |        | 0.00    |
| 23   | 1902 | To Cash     |        | 100.00 | 100.00  |
| 24   | 1903 | By Cash     | 100.00 |        | 0.00    |
| 25   | 1904 | To Cash     |        | 100.00 | 100.00  |
| 26   | 1905 | By Cash     | 100.00 |        | 0.00    |
| 27   | 1906 | To Cash     |        | 100.00 | 100.00  |
| 28   | 1907 | By Cash     | 100.00 |        | 0.00    |
| 29   | 1908 | To Cash     |        | 100.00 | 100.00  |
| 30   | 1909 | By Cash     | 100.00 |        | 0.00    |
| 31   | 1910 | To Cash     |        | 100.00 | 100.00  |
| 32   | 1911 | By Cash     | 100.00 |        | 0.00    |
| 33   | 1912 | To Cash     |        | 100.00 | 100.00  |
| 34   | 1913 | By Cash     | 100.00 |        | 0.00    |
| 35   | 1914 | To Cash     |        | 100.00 | 100.00  |
| 36   | 1915 | By Cash     | 100.00 |        | 0.00    |
| 37   | 1916 | To Cash     |        | 100.00 | 100.00  |
| 38   | 1917 | By Cash     | 100.00 |        | 0.00    |
| 39   | 1918 | To Cash     |        | 100.00 | 100.00  |
| 40   | 1919 | By Cash     | 100.00 |        | 0.00    |
| 41   | 1920 | To Cash     |        | 100.00 | 100.00  |
| 42   | 1921 | By Cash     | 100.00 |        | 0.00    |
| 43   | 1922 | To Cash     |        | 100.00 | 100.00  |
| 44   | 1923 | By Cash     | 100.00 |        | 0.00    |
| 45   | 1924 | To Cash     |        | 100.00 | 100.00  |
| 46   | 1925 | By Cash     | 100.00 |        | 0.00    |
| 47   | 1926 | To Cash     |        | 100.00 | 100.00  |
| 48   | 1927 | By Cash     | 100.00 |        | 0.00    |
| 49   | 1928 | To Cash     |        | 100.00 | 100.00  |
| 50   | 1929 | By Cash     | 100.00 |        | 0.00    |
| 51   | 1930 | To Cash     |        | 100.00 | 100.00  |
| 52   | 1931 | By Cash     | 100.00 |        | 0.00    |
| 53   | 1932 | To Cash     |        | 100.00 | 100.00  |
| 54   | 1933 | By Cash     | 100.00 |        | 0.00    |
| 55   | 1934 | To Cash     |        | 100.00 | 100.00  |
| 56   | 1935 | By Cash     | 100.00 |        | 0.00    |
| 57   | 1936 | To Cash     |        | 100.00 | 100.00  |
| 58   | 1937 | By Cash     | 100.00 |        | 0.00    |
| 59   | 1938 | To Cash     |        | 100.00 | 100.00  |
| 60   | 1939 | By Cash     | 100.00 |        | 0.00    |
| 61   | 1940 | To Cash     |        | 100.00 | 100.00  |
| 62   | 1941 | By Cash     | 100.00 |        | 0.00    |
| 63   | 1942 | To Cash     |        | 100.00 | 100.00  |
| 64   | 1943 | By Cash     | 100.00 |        | 0.00    |
| 65   | 1944 | To Cash     |        | 100.00 | 100.00  |
| 66   | 1945 | By Cash     | 100.00 |        | 0.00    |
| 67   | 1946 | To Cash     |        | 100.00 | 100.00  |
| 68   | 1947 | By Cash     | 100.00 |        | 0.00    |
| 69   | 1948 | To Cash     |        | 100.00 | 100.00  |
| 70   | 1949 | By Cash     | 100.00 |        | 0.00    |
| 71   | 1950 | To Cash     |        | 100.00 | 100.00  |
| 72   | 1951 | By Cash     | 100.00 |        | 0.00    |
| 73   | 1952 | To Cash     |        | 100.00 | 100.00  |
| 74   | 1953 | By Cash     | 100.00 |        | 0.00    |
| 75   | 1954 | To Cash     |        | 100.00 | 100.00  |
| 76   | 1955 | By Cash     | 100.00 |        | 0.00    |
| 77   | 1956 | To Cash     |        | 100.00 | 100.00  |
| 78   | 1957 | By Cash     | 100.00 |        | 0.00    |
| 79   | 1958 | To Cash     |        | 100.00 | 100.00  |
| 80   | 1959 | By Cash     | 100.00 |        | 0.00    |
| 81   | 1960 | To Cash     |        | 100.00 | 100.00  |
| 82   | 1961 | By Cash     | 100.00 |        | 0.00    |
| 83   | 1962 | To Cash     |        | 100.00 | 100.00  |
| 84   | 1963 | By Cash     | 100.00 |        | 0.00    |
| 85   | 1964 | To Cash     |        | 100.00 | 100.00  |
| 86   | 1965 | By Cash     | 100.00 |        | 0.00    |
| 87   | 1966 | To Cash     |        | 100.00 | 100.00  |
| 88   | 1967 | By Cash     | 100.00 |        | 0.00    |
| 89   | 1968 | To Cash     |        | 100.00 | 100.00  |
| 90   | 1969 | By Cash     | 100.00 |        | 0.00    |
| 91   | 1970 | To Cash     |        | 100.00 | 100.00  |
| 92   | 1971 | By Cash     | 100.00 |        | 0.00    |
| 93   | 1972 | To Cash     |        | 100.00 | 100.00  |
| 94   | 1973 | By Cash     | 100.00 |        | 0.00    |
| 95   | 1974 | To Cash     |        | 100.00 | 100.00  |
| 96   | 1975 | By Cash     | 100.00 |        | 0.00    |
| 97   | 1976 | To Cash     |        | 100.00 | 100.00  |
| 98   | 1977 | By Cash     | 100.00 |        | 0.00    |
| 99   | 1978 | To Cash     |        | 100.00 | 100.00  |
| 100  | 1979 | By Cash     | 100.00 |        | 0.00    |

| STREET         | LOCATION                 | GRANTEE                    | PERMIT                    | DATE     | OBLIGATIONS        | MAINTAIN BY         | P.V.T.       |
|----------------|--------------------------|----------------------------|---------------------------|----------|--------------------|---------------------|--------------|
| Minnesota St.  | 23d to 25th              | Fleischmann Co.            | Ord. 4568 NS              | 4/15/18  | A, B, C            | Grantee             | 29P<br>1353W |
| Minnesota St.  | At 25th                  | A.T. & S.F.                | Order 19180               | 2/19/43  | A                  | Grantee             |              |
| Montgomery St. | Francisco to Embarcadero | A.T. & S.F.                | Ord. 243                  | 3/ 1/01  |                    | Grantee             |              |
| Montgomery St. | Francisco                | Globe Grain & Mill.        | Ord. 150 NS               | 2/ 8/07  | AX                 |                     |              |
| Montgomery St. | Francisco to Chestnut    | Nat'l Paper & Products Co. | Ord. 4190 NS              | 5/14/17  | AX                 |                     | 29P<br>1353W |
| Naglee St.     | Cayuga to San Jose Ave.  |                            | No Franchise Prior Rights |          |                    | Grantee             |              |
| Napoleon St.   | Toland to Selby          | S.P. Co.                   | Ord. 1095                 | 1/ 7/04  | Franchise          | Grantee             |              |
| Natick St.     | Bernal Ave. to Arlington | S.P. Co.                   | No Franchise Prior Rights |          |                    |                     |              |
| Newcomb Ave.   | Toland to Barneveld      | S.P. Co.                   | Order 17548               | 2/27/42  | A                  | Grantee             | 29P<br>1353W |
| Newcomb Ave.   | Toland to Barneveld      | Jones Hardwood Co.         | Order 18723               | 10/23/42 | A                  | Industry            |              |
| Newcomb Ave.   | Phelps to Quint          | S.P. Co.                   | Ord. 1095                 | 1/ 7/04  | Franchise          | Grantee             |              |
| Newcomb Ave.   | Phelps to Quint          | S.P. Co.                   | Ord. 6669 NS              | 6/15/25  | A, B, BL, B2, C, D | Grantee             |              |
| Newhall St.    | Carroll Ave. to Egbert   | S.P. Co.                   | Ord. 8873 NS              | 11/7/30  | A, B, B, C         | S.P. Co. & Industry |              |
|                |                          |                            | T-50                      |          |                    |                     |              |



| STREET      | LOCATION                         | GRANTEE                | PERMIT                       | DATE     | OBLIGATIONS | MAINTAIN<br>BY | PAY'T                    |
|-------------|----------------------------------|------------------------|------------------------------|----------|-------------|----------------|--------------------------|
| Newhall St. | Carroll Ave. to<br>Ilgbert       | S.P. Co.               | Ord. 8873 NS                 | 11/ 7/30 | A8, B, C    | Grantee        |                          |
| Newhall St. | Carroll Ave. to<br>Williams Ave. | Pacific Can<br>Company | Ord. 7786 NS                 | 11/ 3/27 | A8, B, C    | Industry       | 170 P                    |
| Newhall St. | Carroll Ave. to<br>Williams Ave. | Pacific Can<br>Company | Ord. 8787 NS                 | 6/ 3/30  | A8, B, D    | Industry       | 50 P                     |
| Newhall St. | Carroll Ave. to<br>Williams Ave. | Pacific Can<br>Company | Ord. 12.2015                 | 6/ 5/35  | A8, B, C    | Industry       | 240 P                    |
| Niagara St. | San Jose Ave. to<br>San Miguel   | S.P. Co.               | No Franchise<br>Prior Rights |          |             | Grantee        | 30 P<br>40 <del>SW</del> |
| Niantic St. | At San Mateo Ave.                | S.P. Co.               | No Franchise<br>Prior Rights |          |             | Grantee        |                          |
| Ninth St.   | Harrison to<br>Folsom            | W.P.R.R.               | Ord. 7083 NS                 | 5/ 8/26  | A8, B, C    | Grantee        |                          |
| Ninth St.   | Harrison to<br>Folsom            | W.P.R.R.               | Ord. 692                     | 6/25/40  | A8, B       | Grantee        |                          |
| Ninth St.   | Erannan to<br>Division           | W.P.R.R.               | Ord. 7083 NS                 | 5/ 8/26  | A8, B, C    | Grantee        | 20 P                     |
| Ninth St.   | Erannan to<br>Division           | Alice M.<br>Jackson    | Ord. 5818 NS                 | 3/ 9/23  | A8, B, C    | W.P.R.R.       | 40 P                     |
| Ninth St.   | Eryant to<br>Harrison            | W.P.R.R.               | Ord. 7083 NS                 | 5/ 8/26  | A8, B, C    | Grantee        |                          |
| Ninth St.   | Eryant to<br>Harrison            | W.P.R.R.               | Ord. 829                     | 9/17/40  | A8, B       | Industry       |                          |



| STREET          | LOCATION                  | GRANTEE                      | PERMIT       | DATE     | OBLIGATIONS | MAINT. IN<br>BY        | P.V.T  |
|-----------------|---------------------------|------------------------------|--------------|----------|-------------|------------------------|--------|
| Ninth St.       | Bryant to<br>Harrison     | W.P.R.R.                     | Ord. 7083 NS | 5/ 8/26  | A8, B, C    | Grantee                |        |
| N nth St.       | Bryant to<br>Brannen      | W.P.R.R.                     | Ord. 7083 NS | 5/ 8/26  | A8, B, C    | Grantee                | 15 P   |
| Ninth St.       | Bryant to<br>Brannen      | W.P.R.R.                     | Ord. 5818 NS | 3/ 9/23  | A8, B, C    | Grantee                |        |
| Ninth St.       | Bryant to<br>Brannen      | W.P.R.R.                     | Ord. 6516 NS | 2/ 9/25  | A8, B, C    | Grantee                |        |
| Nineteenth St.  | Indiana to Iowa           | A.T. & S.F.                  | Ord. 1756    | 2/20/06  |             | Grantee                | 324 P  |
| Nineteenth St.  | Minnesota to<br>Indiana   | A.T. & S.F.                  | Ord. 1756    | 2/20/06  |             | Grantee                |        |
| North Point St. | Taylor to Jones           | Pacific<br>Cereal Ass'n.     | Ord. 1701 NS | 12/26/05 |             | S.P. Co.<br>& Industry | 14 P   |
| North Point St. | Taylor to Jones           | S.P. Co.                     | Ord. 5801 NS | 1/22/23  | A8, B, C    | Grantee                | 1070 P |
| North Point St. | Taylor to Jones           | S.P. Co.                     | Ord. 7023 NS | 3/ 8/26  | A8, B, C, D | Grantee                | 830 P  |
| North Point St. | Taylor to Jones           | Musto Sons<br>Keenan Co.     | Ord. 320 NS  | 12/11/07 | AX          | S.P. Co.               |        |
| North Point St. | Taylor to Jones           | P.C. Rossi &<br>A. Sborbaro  | Ord. 301 NS  | 12/ 6/07 | AX          | S.P. Co.               |        |
| North Point St. | Grant Ave. to<br>Stockton | American Cream<br>Tartar Co. | Ord. 278     | 1/15/00  |             | S.P. Co.               |        |
| North Point St. | Grant Ave. to<br>Stockton | San Francisco<br>Sulphur Co. |              | 1920     |             | Grantee                |        |

| No. | Date | Particulars | Debit  | Credit | Balance |
|-----|------|-------------|--------|--------|---------|
| 1   | 1880 | By Balance  |        | 100.00 | 100.00  |
| 2   | 1880 | To Cash     | 50.00  |        | 50.00   |
| 3   | 1880 | By Cash     |        | 25.00  | 75.00   |
| 4   | 1880 | To Cash     | 75.00  |        | 0.00    |
| 5   | 1880 | By Cash     |        | 100.00 | 100.00  |
| 6   | 1880 | To Cash     | 100.00 |        | 0.00    |
| 7   | 1880 | By Cash     |        | 50.00  | 50.00   |
| 8   | 1880 | To Cash     | 50.00  |        | 0.00    |
| 9   | 1880 | By Cash     |        | 75.00  | 75.00   |
| 10  | 1880 | To Cash     | 75.00  |        | 0.00    |
| 11  | 1880 | By Cash     |        | 100.00 | 100.00  |
| 12  | 1880 | To Cash     | 100.00 |        | 0.00    |
| 13  | 1880 | By Cash     |        | 50.00  | 50.00   |
| 14  | 1880 | To Cash     | 50.00  |        | 0.00    |
| 15  | 1880 | By Cash     |        | 75.00  | 75.00   |
| 16  | 1880 | To Cash     | 75.00  |        | 0.00    |
| 17  | 1880 | By Cash     |        | 100.00 | 100.00  |
| 18  | 1880 | To Cash     | 100.00 |        | 0.00    |
| 19  | 1880 | By Cash     |        | 50.00  | 50.00   |
| 20  | 1880 | To Cash     | 50.00  |        | 0.00    |
| 21  | 1880 | By Cash     |        | 75.00  | 75.00   |
| 22  | 1880 | To Cash     | 75.00  |        | 0.00    |
| 23  | 1880 | By Cash     |        | 100.00 | 100.00  |
| 24  | 1880 | To Cash     | 100.00 |        | 0.00    |
| 25  | 1880 | By Cash     |        | 50.00  | 50.00   |
| 26  | 1880 | To Cash     | 50.00  |        | 0.00    |
| 27  | 1880 | By Cash     |        | 75.00  | 75.00   |
| 28  | 1880 | To Cash     | 75.00  |        | 0.00    |
| 29  | 1880 | By Cash     |        | 100.00 | 100.00  |
| 30  | 1880 | To Cash     | 100.00 |        | 0.00    |



| STREET          | LOCATION                  | GRANTEE                              | PERMIT                       | DATE                | OBLIGATIONS         | M. INT'L IN<br>BY     | PAY'NT |
|-----------------|---------------------------|--------------------------------------|------------------------------|---------------------|---------------------|-----------------------|--------|
| North Point St. | Grant Ave. to<br>Stockton | S.P. Co.                             | Ord. 5801 NS                 | 1/22/23             | A8, B, C            | Grantee               | 90 P   |
| North Point St. | Grant Ave. to<br>Stockton | McNab & Smith                        | Ord. 2803 NS                 | 6/11/14             | AX                  | S.P. Co.              |        |
| North Point St. | Grant Ave. to<br>Stockton | U.S. Army                            |                              | 1942                |                     | Grantee               | 140 P  |
| North Point St. | Grant Ave. to<br>Kearny   | S.P. Co.                             | Ord. 5801 NS                 | 1/22/23             | A8, B, C            | Grantee               | 3000 P |
| North Point St. | Grant Ave. to<br>Kearny   | American Steel<br>& Wire Co.         | Ord. 246                     | 3/ /01              |                     | Grantee               | 20 P   |
| North Point St. | Grant Ave. to<br>Kearny   | N.W.P.R.R.                           |                              |                     |                     |                       |        |
| North Point St. | Grant Ave. to<br>Kearny   | McNab & Smith                        | Ord. 2803 NS                 | 6/11/14             | AX                  | S.P. Co.              |        |
| North Point St. | Grant Ave. to<br>Kearny   | Warehouse In-<br>vestment Co.        | Ord. 6173 NS                 | 2/18/24             | A8, B, C            | Grantee               |        |
| North Point St. | Mason to Taylor           | Bauer Schweit-<br>zer Hop & Malt Co. | Ord. 12.2013<br>Ord. 12.2016 | 5/14/34<br>12/16/35 | A8, D<br>G1, G7, G8 | Industry              | 150 P  |
| North Point St. | Mason to Taylor           | S.P. Co.                             | Ord. 5801 NS                 | 1/22/03             | A8, B, C            | Grantee               | 4330 P |
| North Point St. | Mason to Taylor           | S.P. Co.                             | Ord. 6091 NS                 | 12/10/23            | A8, B, C            | Grantee &<br>Industry |        |
| North Point St. | Mason to Taylor           | G.P. Tersch-<br>urin, et al          | Ord. 3827 NS                 | 7/20/16             | AX, C               | Grantee               |        |



| STREET          | LOCATION             | GRANTEE  | PERMIT       | DATE     | OBLIGATIONS | MAINTAINED BY         | PAYMENT |
|-----------------|----------------------|--|--------------|----------|-------------|-----------------------|---------|
| North Point St. | Mason to Taylor      | U.S. Army  | Ord. 1701 NS | 1943     |             | Grantee               |         |
| North Point St. | Mason to Taylor      | Pacific Cereal Assn.                                 | Ord. 1701 NS | 12/26/05 |             | Industry              |         |
| North Point St. | Mason to Taylor      | S.P. Co.   | Ord. 7023 NS | 3/ 8/26  | A8, B, C, D | Grantee               | 113P    |
| North Point St. | Jones to Leavenworth | P.C. Rossi & A. Sbarbaro                             | Ord. 301 NS  | 12/ 6/07 | A8          | Grantee               |         |
| North Point St. | Jones to Leavenworth | S.P. Co.   | Ord. 5801 NS | 1/22/23  | A8, B, C    | Grantee               | 450P    |
| North Point St. | Powell to Mason      | American Steel & Wire Co.                            | Ord. 246     | 3/16/01  |             | Industry              | 180P    |
| North Point St. | Powell to Mason      | S.P. Co.   | Ord. 6091 NS | 12/19/23 | A8, B, C    | Grantee & Industry    |         |
| North Point St. | Powell to Mason      | G.F. Terschuring et al                               | Ord. 3827 NS | 7/20/16  | A8, C       | Grantee               |         |
| North Point St. | Powell to Mason      | S.P. Co.   | Ord. 5801 NS | 1/22/23  | A8, B, C    | Grantee               |         |
| North Point St. | Powell to Mason      | American Trading Co. Connected to & now used by Army | Ord. 4832    | 4/25/19  | A8, B, C    | Industry or U.S. Army |         |
|                 |                      |  | Ord. 5125 NS | 4/15/20  | A8, B, C    |                       |         |
| North Point St. | Powell to Stockton   | American Steel & Wire Co.                            | Ord. 246     | 3/16/01  |             | Industry              | 950P    |
| North Point St. | Powell to Stockton   | S.P. Co.   | Ord. 5801 NS | 1/22/23  | A8, B, C    | Grantee               | 4330P   |
| North Point St. | Powell to Stockton   | U.S. Army  | T. 54        | 1942     |             | Grantee               |         |



| STREET           | LOCATION                     | GRANTEE                        | PERMIT                       | DATE     | OBLIGATIONS   | MAINTAINED BY | AVT   |
|------------------|------------------------------|--------------------------------|------------------------------|----------|---|---------------|-------|
| Oakdale Ave.     | Fitch to Griffith            | U.S. Navy                      | Ord. 1703                    | 1942     | A, B, K   | Grantee       |       |
| Oakdale Ave.     | Chelpes to Quint             | S.P. Co.                       | Ord. 1095                    | 1/ 7/04  | Franchise   | Grantee       |       |
| Ocean Ave.       | Tara to San Jose Ave.        | S.P. Co.                       | No Franchise<br>Prior Rights |          |   | Grantee       | 230 P |
| Orange Al.       | 24th to 25th                 | S.P. Co.                       | No Franchise<br>Prior Rights |          |   | Grantee       | 150 P |
| Osage Al.        | 24th to 25th                 | S.P. Co.                       | No Franchise<br>Prior Rights |          |   | Grantee       | 135 P |
| Ottawa Ave.      | Delano Ave. to San Jose Ave. | S.P. Co.                       | No Franchise<br>Prior Rights |          | No st. here<br>Track does<br>not cross<br>Ottawa Ave. |               |       |
| Pacific St.      | Drum to Davis                | Morris & Co.<br>(New S.P. Co.) | Ord. 718 NS                  | 4/ 5/09  | A, X  | Grantee       |       |
| Talou Ave.       | Griffith to Hawes            | U.S. Navy                      | Ord. 1703                    | 1942     | A, B, K   | Grantee       |       |
| Paul Ave.        | Carr to Gould                | S.P. Co.                       | Ord. 1095                    | 1/ 7/04  | Franchise   | Grantee       |       |
| Pennsylvania Ave | 16th to 17th                 | S.P. Co.                       | Ord. 1095                    | 1/ 7/04  | Franchise   | Grantee       |       |
| Pennsylvania Ave | 16th to 17th                 | S.P. Co.                       |                              |          |   | Grantee       |       |
| Pennsylvania Ave | 18th to Mariposa             | A.T. & S.F.                    | Ord. 1470                    | 4/24/05  | Franchise   | Grantee       |       |
| Pennsylvania Ave | 18th to Mariposa             | A.T. & S.F.                    | Ord. 6031 NS                 | 10/22/23 | A, B, C, D  | Grantee       |       |
| Pennsylvania Ave | 23th to 24th                 | W.P.R.R.                       | Ord. 582 NS                  | 10/23/08 | Franchise   | Grantee       |       |
|                  |                              |                                |                              | T- 55    |   |               |       |



| STREET        | LOCATION              | GRANTEE                  | PERMIT           | DATE     | OBLIGATIONS  | MAINTAIN BY            | PAY T          |
|---------------|-----------------------|--------------------------|------------------|----------|--------------|------------------------|----------------|
| Potrero Ave.  | Alameda to Division   | S.F. Co.                 | Charter          | 11/ 5/07 | AK           | Grantee                | 1325 P         |
| Potrero Ave.  | Alameda to Division   | Edward L. Soule          | Ord. 4184 NS     | 5/ 8/17  | AB, B, C, D2 | S.F. Co.               | 250 P          |
| Potrero Ave.  | 25th to Army          | Crown Cork & Stopper Co. | Ord. 610 NS      | 4/23/28  | AX, B, C, D  | W.I.R.R.               | 1361<br>120 SW |
| Quiesada Ave. | Griffith to Hoxes     | U.S. Navy                | Ord. 1703        | 6/12/42  | A, B4, K     | Grantee                | 1100 P         |
| Quint St.     | Arthur Ave. to Custer | S.F. & S.J.V.            | Ord. 270         | 4/12/31  | Franchise    | A.T. & S.F.            | 2200 P         |
| Quint St.     | Arthur Ave. to Custer | A.T. & S.F.              | Ord. 2399 NS     | 8/12/13  | AK           | Grantee                | 400 P          |
| Quint St.     | Arthur Ave. to Custer | Harbor Comm.             |                  |          |              |                        |                |
| Quint St.     | Arthur Ave. to Custer | A.T. & S.F. & S.F. Co.   | Order 16882      | 10/31/41 | A            | Grantee                |                |
| Quint St.     | Custer to Davidson    | S.F. & S.J.V.            | Ord. 270         | 4/12/01  | Franchise    | A.T. & S.F.            | 1620 P         |
| Quint St.     | Custer to Davidson    | A.T. & S.F.              | Ord. 2399 NS     | 8/12/13  | AX           |                        |                |
| Quint St.     | Custer to Davidson    | A.T. & S.F.              | Ord. 6204 NS     | 4/14/24  | AB, B, C     | Industry               |                |
| Quint St.     | Custer to Davidson    | A.T. & S.F.              | Ord. 2059 NS     | 10/21/12 | AK           | Grantee                |                |
| Quint St.     | Custer to Davidson    | U.S. Marine Corps        | Order 18581 T-55 | 9/23/42  | A            | A.T. & S.F. & Industry |                |





| STREET    | LOCATION          | GRANTEE                     | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY | AVT    |
|-----------|-------------------|-----------------------------|--------------|----------|-------------|-------------|--------|
| Quint St. | Davidson to Evans | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | A.T. & S.F. | 2565 F |
| Quint St. | Davidson to Evans | A.T. & S.F.                 | Ord. 2399 NS | 8/12/13  | AX          |             |        |
| Quint St. | Davidson to Evans | J.P. Holland                | Ord. 2059 NS | 10/15/12 | AX          | A.T. & S.F. |        |
| Quint St. | Evans to Fairfax  | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | A.T. & S.F. | 1040 P |
| Quint St. | Evans to Fairfax  | A.T. & S.F.                 | Ord. 2399 NS | 8/11/13  | AX          |             |        |
| Quint St. | Evans to Fairfax  | Legalliet-Helwig Tanning Co | Ord. 2792 NS | 6/ 8/14  | AX          | A.T. & S.F. | 240 F  |
| Quint St. | Evans to Fairfax  | E.T. Petersen Lumber Co.    | Ord. 6455 NS | 12/22/24 | A8, B, C    | Industry    | 240 F  |
| Quint St. | Fairfax to Galvez | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | A.T. & S.F. | 1800 P |
| Quint St. | Fairfax to Galvez | A.T. & S.F.                 | Ord. 2399 NS | 8/11/13  | AX          |             |        |
| Quint St. | Galvez to Hudson  | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | A.T. & S.F. |        |
| Quint St. | Galvez to Hudson  | A.T. & S.F.                 | Ord. 2399 NS | 8/11/13  | AX          |             |        |
| Quint St. | Galvez to Hudson  | A.T. & S.F.                 | Ord. 945 NS  | 11/ 8/09 | AX          |             | 320 P  |
| Quint St. | Hudson to Innes   | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | Grantee     |        |
| Quint St. | Hudson to Innes   | A.T. & S.F.                 | Ord. 2399 NS | 8/11/13  | AX          | Grantee     |        |
| Quint St. | Innes to Jerrold  | S.F. & S.J.V.               | Ord. 270     | 4/12/01  | Franchise   | A.T. & S.F. | 1800 F |
| Quint St. | Innes to Jerrold  | A.T. & S.F.                 | Ord. 2399 NS | 8/11/13  | AX          |             |        |
| Quint St. | Innes to Jerrold  | A.T. & S.F.                 | Ord. 499 NS  | 6/29/08  | AX          | Grantee     |        |



| STREET      | LOCATION                | GRANTEE        | PERMIT                    | DATE    | OBLIGATIONS                  | MAINT. BY   | AMOUNT |
|-------------|-------------------------|----------------|---------------------------|---------|------------------------------|-------------|--------|
| Quint St.   | Jerrold to Kirkwood     | S.F. & S. J.V. | Ord. 270                  | 4/12/01 | Franchise }<br>A.T. & S.F. } | A.T. & S.F. | 900    |
| Quint St.   | Jerrold to Kirkwood     | A.T. & S.F.    | Ord. 2399 NS              | 8/11/13 | AX                           |             |        |
| Quint St.   | Jerrold to Kirkwood     | A.T. & S.F.    | Ord. 499 NS               | 6/29/08 | AX                           | Grantee     | 450    |
| Quint St.   | Kirkwood to La Salle    | S.F. & S. J.V. | Ord. 270                  | 4/12/01 | Franchise }<br>A.T. & S.F. } | A.T. & S.F. | 450    |
| Quint St.   | Kirkwood to La Salle    | A.T. & S.F.    | Ord. 2399 NS              | 8/11/13 | AX                           |             |        |
| Quint St.   | Kirkwood to La Salle    | A.T. & S.F.    | Ord. 499 NS               | 6/29/08 | AX                           | Grantee     | 160    |
| Quint St.   | La Salle to McKinnon    | S.F. Co.       | Ord. 188 NS               | 3/11/07 | Franchise                    | Grantee     | 315    |
| Quint St.   | La Salle to McKinnon    | S.F. Co.       | Ord. 1095                 | 1/ 7/04 | Franchise                    | Grantee     |        |
| Quint St.   | McKinnon to Newcomb     | S.F. Co.       | Ord. 6669 NS              | 6/15/25 | A, B, B1, B2, C, D           | Grantee     |        |
| Randall St. | Arlington to Bernal     | S.F. Co.       | No Franchise Prior Rights |         |                              | Grantee     |        |
| Rankin St.  | Islands to Custer       | Harbor Comm.   |                           |         |                              | Grantee     |        |
| Rankin St.  | Galvez to Innes Ave.    | S.F. Co.       | Ord. 1095                 | 1/ 7/04 | Franchise                    | Grantee     |        |
| Rankin St.  | Evans to Islais Channel | Rosenberg Bros | Ord. 4680 NS T-58         | 8/26/18 | A, B, B, C                   | Grantee     |        |

| NAME      | ADDRESS              | CITY        | STATE | DATE | REMARKS |
|-----------|----------------------|-------------|-------|------|---------|
| ALLEN     | 123 Main St.         | Springfield | Mass. | 1901 | ...     |
| BROWN     | 456 Elm St.          | Springfield | Mass. | 1902 | ...     |
| SMITH     | 789 Oak St.          | Springfield | Mass. | 1903 | ...     |
| JOHNSON   | 101 Pine St.         | Springfield | Mass. | 1904 | ...     |
| WILLIAMS  | 234 Cedar St.        | Springfield | Mass. | 1905 | ...     |
| DAVIS     | 567 Birch St.        | Springfield | Mass. | 1906 | ...     |
| WILSON    | 890 Spruce St.       | Springfield | Mass. | 1907 | ...     |
| ANDERSON  | 1122 Ash St.         | Springfield | Mass. | 1908 | ...     |
| THOMAS    | 1445 Willow St.      | Springfield | Mass. | 1909 | ...     |
| LEE       | 1778 Hickory St.     | Springfield | Mass. | 1910 | ...     |
| WALKER    | 2001 Walnut St.      | Springfield | Mass. | 1911 | ...     |
| YOUNG     | 2334 Chestnut St.    | Springfield | Mass. | 1912 | ...     |
| SCOTT     | 2667 Sycamore St.    | Springfield | Mass. | 1913 | ...     |
| GREEN     | 2990 Magnolia St.    | Springfield | Mass. | 1914 | ...     |
| ADAMS     | 3323 Dogwood St.     | Springfield | Mass. | 1915 | ...     |
| BLACK     | 3656 Redwood St.     | Springfield | Mass. | 1916 | ...     |
| NEAL      | 3989 Cypress St.     | Springfield | Mass. | 1917 | ...     |
| ROBERTS   | 4322 Juniper St.     | Springfield | Mass. | 1918 | ...     |
| TURNER    | 4655 Fir St.         | Springfield | Mass. | 1919 | ...     |
| PHILLIPS  | 4988 Palm St.        | Springfield | Mass. | 1920 | ...     |
| CRISP     | 5321 Laurel St.      | Springfield | Mass. | 1921 | ...     |
| COOPER    | 5654 Cottonwood St.  | Springfield | Mass. | 1922 | ...     |
| PERKINS   | 5987 Buckeye St.     | Springfield | Mass. | 1923 | ...     |
| LONG      | 6320 Locust St.      | Springfield | Mass. | 1924 | ...     |
| ROBERTSON | 6653 Alder St.       | Springfield | Mass. | 1925 | ...     |
| WATSON    | 6986 Hawthorn St.    | Springfield | Mass. | 1926 | ...     |
| FRANKLIN  | 7319 Boxwood St.     | Springfield | Mass. | 1927 | ...     |
| ROBERTS   | 7652 Yew St.         | Springfield | Mass. | 1928 | ...     |
| WATSON    | 7985 Elder St.       | Springfield | Mass. | 1929 | ...     |
| FRANKLIN  | 8318 Rose St.        | Springfield | Mass. | 1930 | ...     |
| ROBERTS   | 8651 Lilac St.       | Springfield | Mass. | 1931 | ...     |
| WATSON    | 8984 Iris St.        | Springfield | Mass. | 1932 | ...     |
| FRANKLIN  | 9317 Peony St.       | Springfield | Mass. | 1933 | ...     |
| ROBERTS   | 9650 Pansy St.       | Springfield | Mass. | 1934 | ...     |
| WATSON    | 9983 Tulip St.       | Springfield | Mass. | 1935 | ...     |
| FRANKLIN  | 10316 Violet St.     | Springfield | Mass. | 1936 | ...     |
| ROBERTS   | 10649 Marigold St.   | Springfield | Mass. | 1937 | ...     |
| WATSON    | 10982 Zinnia St.     | Springfield | Mass. | 1938 | ...     |
| FRANKLIN  | 11315 Begonia St.    | Springfield | Mass. | 1939 | ...     |
| ROBERTS   | 11648 Impatiens St.  | Springfield | Mass. | 1940 | ...     |
| WATSON    | 11981 Petunia St.    | Springfield | Mass. | 1941 | ...     |
| FRANKLIN  | 12314 Geranium St.   | Springfield | Mass. | 1942 | ...     |
| ROBERTS   | 12647 Fuchsia St.    | Springfield | Mass. | 1943 | ...     |
| WATSON    | 12980 Camellia St.   | Springfield | Mass. | 1944 | ...     |
| FRANKLIN  | 13313 Hydrangea St.  | Springfield | Mass. | 1945 | ...     |
| ROBERTS   | 13646 Daylily St.    | Springfield | Mass. | 1946 | ...     |
| WATSON    | 13979 Gladiolus St.  | Springfield | Mass. | 1947 | ...     |
| FRANKLIN  | 14312 Aster St.      | Springfield | Mass. | 1948 | ...     |
| ROBERTS   | 14645 Iris St.       | Springfield | Mass. | 1949 | ...     |
| WATSON    | 14978 Poinsettia St. | Springfield | Mass. | 1950 | ...     |

| STREET       | LOCATION            | GRANTEE                           | HERMIT            | DATE     | OBIGATIONS         | MAINTAIN BY         | PAVT           |
|--------------|---------------------|-----------------------------------|-------------------|----------|--------------------|---------------------|----------------|
| Parkin St.   | Galvez to Innes     | S.F. Co.                          | Ord. 6669 NS      | 6/15/25  | A, B, B1, B2, C, D | Grantee             |                |
| Peverer Ave. | Haves to Griffith   | S.F. Co.                          | Ord. 9014 NS      | 6/24/31  | A, B1, B3, D, H, L | Industry            |                |
| Peverer Ave. | Haves to Griffith   | U.S. Navy                         | Ord. 1703         | 7/13/42  | A, B4, K           | Grantee             |                |
| Rhode Island | Alameda to 15th     | Transcontinental Freight Co.      | Ord. 157 NS       | 2/20/07  | AX                 | A.T. & S.F.         |                |
| Rhode Island | Alameda to 15th     | A.T. & S.F.                       | Ord. 1470         | 5/24/05  | Franchise          | Grantee             |                |
| Rhode Island | Alameda to Division | A.T. & S.F.                       | Ord. 157 NS       | 2/20/07  | AX                 | Grantee             |                |
| Rhode Island | 16th to 17th        | W.P.R.R.                          | No Data           |          |                    |                     | 533W           |
| Rhode Island | 16th to 17th        | Dyer Bros. Golden West Iron Works | Ord. 1650         | 10/30/05 |                    | Industry            |                |
| Rhode Island | 16th to 17th        | W.P.R.R.                          | Ord. 582 NS       | 10/23/08 | Franchise          | Grantee             | 2300F<br>4203W |
| Rhode Island | 15th to 16th        | A.T. & S.F.                       | Ord. 1632         | 10/ 9/05 |                    |                     |                |
| Rhode Island | 15th to 16th        | Pac. Coast Steel                  | Ord. 4771 NS      | 1/29/19  | A8, B, C           | Grantee             |                |
| Rhode Island | 15th to 16th        | W.P.R.R.                          |                   |          |                    |                     |                |
| Ritch St.    | Brannan to Townsend | M. Stulsaft Co.                   | Ord. 5678 NS      | 8/16/22  | A8, B, C, D        | Industry            |                |
| Ritch St.    | Brannan to Townsend | W.H. Sullivan, Inc (Colgate & Co) | Ord. 6233 NS T-59 | 5/ 1/24  | A8, B, C, D        | S.F. Co. & Industry | 543W           |





| STREET         | LOCATION                   | GRANTEE              | PERMIT                                    | DATE     | DELEGATIONS | MAINTAIN BY            | AVT           |
|----------------|----------------------------|----------------------|---|----------|-------------|------------------------|---------------|
| Ritch St.      | Brannan to<br>Townsend     |                      |   | 1908     |             | S. F. Co.              | 40SW          |
| Ritch St.      | Brannan to<br>Townsend     | Cyrus S. Wright      | Ord. 592 NS                               | 10/22/08 | AX          | S. F. Co.              | 180 P<br>72SW |
| Ritch St.      | Brannan to<br>Townsend     | Howard Realty<br>Co. | Ord. 6171 NS                              | 3/ 6/24  | A8, B, C    | S. F. Co.              |               |
| Ritch St.      | Bryant to<br>Brannan       | Howard Realty        | Ord. 6171 NS                              | 3/ 6/24  | A8, B, C    | S. F. Co.              | 600 P         |
| San Bruno Ave. | Division to<br>Alameda     | F. E. Knowles        | Ord. 4087 NS                              | 2/27/17  | AX          | S. F. Co.              |               |
| San Bruno Ave. | Division to<br>Alameda     | S. F. Co.            | Charter                                   | 11/ 5/07 | AX          | Grantee                | 110 P         |
| San Bruno Ave. | Division to<br>Alameda     | Michel &<br>Pfeffer  | Ord. 7799 NS                              | 11/21/27 | A8, B, C, D | Grantee &<br>S. F. Co. |               |
| San Bruno Ave. | Army to Bay<br>Shore Blvd. | W. F. R. R.          | Ord. 5502 NS                              | 12/ 6/21 | AX          | Grantee                | 40SW          |
| San Jose Ave.  | 25th to 26th               | S. F. Co.            | No Franchise<br>Prior Rights<br>Abandoned |          |             | Grantee                |               |
| San Jose Ave.  | Sickles Ave. to<br>Alameda | S. F. Co.            | No Franchise<br>Prior Rights<br>Abandoned |          |             | Grantee                | 1350 P        |
| San Jose Ave.  | Mt. Vernon to<br>Niagara   | S. F. Co.            | No Franchise<br>Prior Rights<br>Abandoned |          |             | Grantee                |               |

| Name        | Age | Sex | Height | Weight | Build  | Complexion | Remarks |
|-------------|-----|-----|--------|--------|--------|------------|---------|
| J. S. S. S. | 28  | M   | 5' 8"  | 150    | Medium | Fair       | Good    |
| W. M.       | 35  | M   | 5' 10" | 160    | Medium | Fair       | Good    |
| A. S. S.    | 30  | M   | 5' 9"  | 155    | Medium | Fair       | Good    |
| J. S. S.    | 25  | M   | 5' 7"  | 145    | Medium | Fair       | Good    |
| W. M.       | 32  | M   | 5' 11" | 165    | Medium | Fair       | Good    |
| A. S. S.    | 28  | M   | 5' 8"  | 150    | Medium | Fair       | Good    |
| J. S. S.    | 25  | M   | 5' 7"  | 145    | Medium | Fair       | Good    |
| W. M.       | 32  | M   | 5' 11" | 165    | Medium | Fair       | Good    |

| STREET     | LOCATION            | GRANTEE                              | PERMIT        | DATE     | OBLIGATIONS    | MAINTAIN BY | PAV'T  |
|------------|---------------------|--------------------------------------|---------------|----------|----------------|-------------|--------|
| Second St. | Brannan to Townsend | Nat. Raphael                         | Ord. 2058 NS  | 10/15/12 | AX, M          | S.F. Co.    | 3120 P |
| Second St. | Brannan to Townsend | Crane Co.                            | Ord. 443 NS   | 5/25/08  | AX, M          | S.F. Co.    |        |
| Second St. | Brannan to Townsend | Moore Shipbuilding Co.               | Ord. 14712 NS | 11/41/18 | AX, M          | S.F. Co.    | 40 P   |
| Second St. | Brannan to Townsend | Crane Co.                            | Ord. 7144 NS  | 6/21/26  | A8, B, C, D, M | Industry    |        |
| Second St. | Brannan to Townsend | Felton Co.                           | Ord. 790 NS   | 5/21/09  | AX, M          | S.F. Co.    | 30 I   |
| Second St. | Brannan to Townsend | Felton Co.                           | Ord. 5147 NS  | 5/ 3/20  | A8, B, C, G9   | S.F. Co.    |        |
| Second St. | Brannan to Townsend | Blinn Estate Co.                     | Ord. 1587 NS  | 6/12/11  | AX, M          | S.F. Co.    |        |
| Second St. | Bryant to Brannan   | Bruce Cornwall                       | Ord. 3817 NS  | 7/10/16  | AX, M          | S.F. Co     | 800    |
| Second St. | Bryant to Brannan   | Nat. Raphael                         | Ord. 2058 NS  | 10/15/12 | AX, M          | S.F. Co     | 5200   |
| Second St. | Bryant to Brannan   | Maria J. Cebrian                     | Ord. 3555 NS  | 10/28/15 | C, G2, M       | S.F. Co     | 360    |
| Second St. | Bryant to Brannan   | Los Angeles Soap Co.                 | Ord. 5715 NS  | 10/ 9/22 | A8, B, C, M    | S.F. Co.    |        |
| Second St. | Bryant to Brannan   | Schmidt Litho. Co. & Hawley & Munson | Ord. 3766 NS  | 6/ 5/16  | AX, M          | S.F. Co.    | 275 I  |
|            |                     |                                      | T-61          |          |                |             |        |

| Page | Particulars | Amount | Balance | Page |
|------|-------------|--------|---------|------|
| 1    | to Cash     | 100.00 | 100.00  | 1    |
| 2    | to Cash     | 100.00 | 200.00  | 2    |
| 3    | to Cash     | 100.00 | 300.00  | 3    |
| 4    | to Cash     | 100.00 | 400.00  | 4    |
| 5    | to Cash     | 100.00 | 500.00  | 5    |
| 6    | to Cash     | 100.00 | 600.00  | 6    |
| 7    | to Cash     | 100.00 | 700.00  | 7    |
| 8    | to Cash     | 100.00 | 800.00  | 8    |
| 9    | to Cash     | 100.00 | 900.00  | 9    |
| 10   | to Cash     | 100.00 | 1000.00 | 10   |
| 11   | to Cash     | 100.00 | 1100.00 | 11   |
| 12   | to Cash     | 100.00 | 1200.00 | 12   |
| 13   | to Cash     | 100.00 | 1300.00 | 13   |
| 14   | to Cash     | 100.00 | 1400.00 | 14   |
| 15   | to Cash     | 100.00 | 1500.00 | 15   |
| 16   | to Cash     | 100.00 | 1600.00 | 16   |
| 17   | to Cash     | 100.00 | 1700.00 | 17   |
| 18   | to Cash     | 100.00 | 1800.00 | 18   |
| 19   | to Cash     | 100.00 | 1900.00 | 19   |
| 20   | to Cash     | 100.00 | 2000.00 | 20   |
| 21   | to Cash     | 100.00 | 2100.00 | 21   |
| 22   | to Cash     | 100.00 | 2200.00 | 22   |
| 23   | to Cash     | 100.00 | 2300.00 | 23   |
| 24   | to Cash     | 100.00 | 2400.00 | 24   |
| 25   | to Cash     | 100.00 | 2500.00 | 25   |
| 26   | to Cash     | 100.00 | 2600.00 | 26   |
| 27   | to Cash     | 100.00 | 2700.00 | 27   |
| 28   | to Cash     | 100.00 | 2800.00 | 28   |
| 29   | to Cash     | 100.00 | 2900.00 | 29   |
| 30   | to Cash     | 100.00 | 3000.00 | 30   |
| 31   | to Cash     | 100.00 | 3100.00 | 31   |
| 32   | to Cash     | 100.00 | 3200.00 | 32   |
| 33   | to Cash     | 100.00 | 3300.00 | 33   |
| 34   | to Cash     | 100.00 | 3400.00 | 34   |
| 35   | to Cash     | 100.00 | 3500.00 | 35   |
| 36   | to Cash     | 100.00 | 3600.00 | 36   |
| 37   | to Cash     | 100.00 | 3700.00 | 37   |
| 38   | to Cash     | 100.00 | 3800.00 | 38   |
| 39   | to Cash     | 100.00 | 3900.00 | 39   |
| 40   | to Cash     | 100.00 | 4000.00 | 40   |
| 41   | to Cash     | 100.00 | 4100.00 | 41   |
| 42   | to Cash     | 100.00 | 4200.00 | 42   |
| 43   | to Cash     | 100.00 | 4300.00 | 43   |
| 44   | to Cash     | 100.00 | 4400.00 | 44   |
| 45   | to Cash     | 100.00 | 4500.00 | 45   |
| 46   | to Cash     | 100.00 | 4600.00 | 46   |
| 47   | to Cash     | 100.00 | 4700.00 | 47   |
| 48   | to Cash     | 100.00 | 4800.00 | 48   |
| 49   | to Cash     | 100.00 | 4900.00 | 49   |
| 50   | to Cash     | 100.00 | 5000.00 | 50   |

| STREET          | LOCATION                  | GRANTEE                   | PERMIT                                      | DATE               | OBLIGATIONS    | MAINTAIN BY | AVT            |
|-----------------|---------------------------|---------------------------|---|--------------------|----------------|-------------|----------------|
| Second St.      | Townsend to King          | Crane Co.                 | Ord. 443 NS                                 | 5/25/08            | AX, M          | S.P. Co.    | 914 P<br>1153M |
| Second St.      | Townsend to King          | Haslett Whse.             | Ord. 1162                                   | 3/21/04            | M              | S.P. Co.    | 801            |
| Second St.      | Folsom to Harrison        | Jacob Z. Davis Est. Co.   | Ord. 4209 NS                                | 5/28/17            | C, F, M        | S.P. Co.    | 300 F          |
| Second St.      | Folsom to Harrison        | Bruce Cornwall            | Ord. 3817 NS                                | 7/11/16            | AX, M          | S.P. Co.    | 310 F          |
| Second St.      | Folsom to Harrison        | A. Schilling Co.          | Ord. 4007 NS                                | 12/11/16           | AX, M          | S.P. Co.    | 215 F          |
| Second St.      | Folsom to Harrison        | A. Schilling Co.          | Ord. 6194 NS                                | 4/ 7/24            | A8, B, M       | S.P. Co.    | 10 P           |
| Second St.      | Harrison to Bryant        | U.S. Envelope Co.         | Ord. 3817 NS                                | 7/10/16            | AX, M          | S.P. Co.    | 1365P          |
| Second St.      | Harrison to Bryant        | A. Schilling Co.          | Ord. 4007 NS                                | 12/11/16           | AX, M          | S.P. Co.    | 1565P          |
| Second St.      | Harrison to Bryant        | S.P. Co.                  | Ord. 8810 NS                                | 7/15/30            | A8, B, C, D, M | Grantee     | 40 P           |
| Selby St.       | Evans Ave. to Galvez Ave. | S.P. Co.                  | Ord. 7605 NS                                | 7/18/27            | A8, B, C, D    | Grantee     |                |
| Seventeenth St. | 3d to Illinois            | S.P. Co.                  | Charter                                     | 11/23/07           | AX             | Grantee     | 240 P          |
| Seventeenth St. | 3d to Illinois            | S.P. Co.                  | Order 19031<br>Order 194451<br>(Relocation) | 1/ 8/43<br>4/ 8/43 |                | Grantee     | 560 P          |
| Seventeenth St. | 3d to Illinois            | Montague Pipe & Steel Co. |   |                    |                | S.P. Co.    | 50 F           |



| STREET          | LOCATION                    | GRANTEE              | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY | SAV. T. |
|-----------------|-----------------------------|----------------------|--------------|----------|-------------|-------------|---------|
| Seventeenth St. | Mississippi to Pennsylvania | Berger & Carter      | Ord. 216 NS  | 5/14/07  | AX          | Industry    |         |
| Seventeenth St. | Mississippi to Pennsylvania | A.T. & S.F.          | Ord. 11470   | 4/24/05  |             | Grantee     | 900     |
| Seventh St.     | King to Berry               | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     | 1920    |
| Seventh St.     | Berry to Channel            | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     | 200     |
| Seventh St.     | Berry to Channel            | S.P. Co.             | Ord. 2683 NS | 3/16/14  | AX          | Grantee     |         |
| Seventh St.     | Channel to Hooper           | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     |         |
| Seventh St.     | Hooper to Channel           | Felix Gross Coal Co. | Ord. 6620 NS | 5/9/25   | A8,B,B2,C,D | Industry    | 700     |
| Seventh St.     | Hooper to Channel           | S.P. Co.             | Ord. 2683 NS | 3/16/14  | AX          | Grantee     |         |
| Seventh St.     | Hooper to Channel           | S.P. Co.             | Charter      | 11/23/07 | AX          | Grantee     |         |
| Seventh St.     | Hooper to Irwin             | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     | 450     |
| Seventh St.     | Hooper to Irwin             | S.P. Co.             | Charter      | 11/23/07 | Franchise   | Grantee     |         |
| Seventh St.     | Irwin to Hubbell            | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     | 50      |
| Seventh St.     | Irwin to Hubbell            | S.P. Co.             | Charter      | 11/23/07 | AX          | Grantee     | 60      |
| Seventh St.     | Hubbell to Deggett          | S.P. Co.             | Order 2406   | 7/14/91  | Franchise   | Grantee     | 250     |
| Seventh St.     | Hubbell to Deggett          | S.P. Co.             | Ord. 6245 NS | 5/22/24  | A8,B,C      | Grantee     |         |





| SUBJECT      | LOCATION                    | GRANTEE                     | PERMIT                                    | DATE                | OBLIGATIONS            | MAINTAIN BY | PAY'NT |
|--------------|-----------------------------|-----------------------------|---|---------------------|------------------------|-------------|--------|
| Seventh St.  | Daggett to 16th             | S.F. Co.                    | Order 2406                                | 7/14/91             | Franchise              | Grantee     | 1650   |
| Seventh St.  | 16th to Daggett             | Real Estate Development Co. | Order 94                                  | 6/27/00             |                        | S.F. Co.    |        |
| Seventh St.  | 16th to Daggett             | S.F. Co.                    | Ord. 6245 NS                              | 5/22/24             | A8, B, C               | Grantee     |        |
| Seventh St.  | Mississippi to Pennsylvania | S.F. Co.                    | Order 2406                                | 7/14/91             | Franchise              | Grantee     | 1600 P |
| Seventh St.  | Mississippi to Pennsylvania | A.T. & S.F.                 | Ord. 1470<br>Ord. 1699                    | 5/24/05<br>12/11/05 | Franchise<br>Franchise | Grantee     | 1350 P |
| Seventh St.  | Mississippi to Pennsylvania | Real Estate Development Co. | Order 94                                  | 6/27/00             |                        | A.T. & S.F. | 30 P   |
| Seventh St.  | Mississippi to Pennsylvania | Real Estate Development Co. | Ord. 160 NS                               | 2/20/07             | AX                     | A.T. & S.F. |        |
| Shafter Ave. | Griffith to Hawes           | U.S. Navy                   | Ord. 1703                                 | 7/13/42             | A, B4, K               | Grantee     |        |
| Shotwell St. | 23d to 24th                 | S.F. Co.                    | No Franchise<br>Prior Rights<br>Abandoned |                     |                        | Grantee     |        |
| Shoup Ave.   | Armstrong to Carroll        | Pacific Can Co.             | Ord. 7786 NS                              | 10/31/27            | A8, B, C               | S.P. Co.    |        |
| Shoup Ave.   | Carroll to Egbert           | General Brewing Company     | Order 17493                               | 2/18/42             | A                      | Grantee     |        |
| Shoup Ave.   | Carroll to Egbert           | S.F. Co.                    | Ord. 8873 NS                              | 11/ 7/30            | A8, B, C, D            | Grantee     |        |
| Shoup Ave.   | Carroll to Egbert           | S.F. Co.                    | Order 10706                               | 6/ 7/39             |                        | Grantee     |        |



| STREET        | LOCATION                | GRANTEE                   | PERMIT                       | DATE     | OBLIGATIONS          | MAINTAIN BY                  | AVT    |
|---------------|-------------------------|---------------------------|------------------------------|----------|----------------------|------------------------------|--------|
| Sixteenth St. | 7th to Pennsylvania     | S.P. Co.                  |                              |          |                      | S.P. Co.                     | 1150 P |
| Sixteenth St. | De Haro to Carolina     | A.T. & S.F.<br>S. P. Co.  | Ord. 1470                    | 5/24/05  | Franchise            | R.R.'s<br>J.U. & M.          | 100 P  |
| Sixteenth St. | De Haro to Carolina     | S.P. Co.                  | Ord. 1699                    | 12/11/05 | Franchise            |                              |        |
| Sixteenth St. | De Haro to Carolina     | S.F. Co.                  | Charter                      | 11/05/07 | AX                   | Grantee                      | 100 P  |
| Sixteenth St. | De Haro to Carolina     | A.T. & S.F.               | Ord. 1632                    | 10/9/05  |                      | R.R.'s<br>J.U. & M.          | 150 P  |
| Sixteenth St. | De Haro to Carolina     | S.P. Co.                  | Ord. 1699                    | 12/11/05 | Franchise            |                              |        |
| Sixteenth St. | De Haro to Carolina     | Richfield Oil             | Ord. 8469 NS<br>Ord. 8470 NS | 7/ 2/29  | A8, B, C<br>A8, B, C | A.T. & S<br>F. & S.P.<br>Co. | 105W   |
| Sixteenth St. | De Haro to Rhode Island | A.T. & S.F.               | Ord. 1632                    | 10/ 9/05 |                      | R.R.'s<br>J.U. & M.          | 400 P  |
| Sixteenth St. | De Haro to Rhode Island | S.P. Co.                  | Ord. 1699                    | 12/11/05 | Franchise            |                              |        |
| Sixteenth St. | De Haro to Rhode Island | Dyer Bros.                | Ord. 1650                    | 10/30/05 |                      | A.T. & S.F.<br>& S.F. Co.    | 30SW   |
| Sixteenth St. | De Haro to Rhode Island | A.T. & S.F. &<br>S.P. Co. | Charter                      | 11/ 5/07 | AX                   | R.R.'s<br>J.U. & M.          |        |
| Sixteenth St. | 3d to 6th               | S.P. Co.                  | Ord. 1095                    | 1/ 7/04  | Franchise            | Grantee                      | 1620 P |



| STREET        | LOCATION                | GRANTEE                | PERMIT        | DATE     | OBLIGATIONS                               | M. INT. IN BY          | PAYT   |
|---------------|-------------------------|------------------------|---------------|----------|---|------------------------|--------|
| Sixteenth St. | 3d to Illinois          | S.P. Co.               | Charter       | 11/ 5/07 | A, X                                      | Grantee                |        |
| Sixteenth St. | Carolina to Wisconsin   | A.T. & S.F.            | Ord. 1470     | 5/24/05  | Franchise }<br>Franchise }<br>Franchise } | R.R.'s<br>J.U. & M.    | 850 P  |
| Sixteenth St. | Carolina to Wisconsin   | S.P. Co.               | Ord. 1699     | 12/11/05 | Franchise }                               |                        | 360    |
| Sixteenth St. | Carolina to Wisconsin   | A.T. & S.F. & S.P. Co. | Order 7336 NS | 11/24/37 | A, B4                                     | R.R.'s<br>J.U. & M.    |        |
| Sixteenth St. | Carolina to Wisconsin   | John Roebbling & Sons  | Ord. 6348 NS  | 9/13/24  | A, B, C                                   | A.T. & S.F.<br>S.P. Co |        |
| Sixteenth St. | Wisconsin to Arkansas   | A.T. & S.F.            | Ord. 1470     | 5/24/05  | Franchise }<br>Franchise }                | R.R.'s<br>J.U. & M.    | 2050 P |
| Sixteenth St. | Wisconsin to Arkansas   | S.P. Co.               | Ord. 1699     | 12/11/05 | Franchise }                               |                        |        |
| Sixteenth St. | Wisconsin to Arkansas   | Standard Oil Co.       | Order 9849    | 2/ 3/39  | A, B4                                     | Industry               |        |
| Sixteenth St. | Arkansas to Connecticut | A.T. & S.F.            | Ord. 1470     | 5/24/05  | Franchise }<br>Franchise }                | R.R.'s<br>J.U. & M.    | 2520 P |
| Sixteenth St. | Arkansas to Connecticut | S.P. Co.               | Ord. 1699     | 12/11/05 | Franchise }                               |                        |        |
| Sixteenth St. | Arkansas to Connecticut | Abner Doble            | Ord. 158 NS   | 2/20/07  | A, X                                      | A.T. & S.F.            | 800 P  |
| Sixteenth St. | Arkansas to Connecticut | Standard Oil           | Order 9849    | 2/ 3/39  | A, B4                                     | Industry               | 150 P  |
|               |                         |                        | T-66          |          |   |                        |        |





| STREET           | LOCATION                | GRANTEE                                       | PERMIT                                    | DATE     | OBLIGATIONS     | MAINTAIN BY             | PAY'T  |
|------------------|-------------------------|---|---|----------|-----------------|-------------------------|--------|
| Sixteenth St.    | Arkansas to Connecticut | S.P. Co.                                      | Ord. 1699                                 | 12/11/05 | Franchise       | Grantee                 | 2520P  |
| Sixteenth St.    | Arkansas to Connecticut | A.T. & S.F.                                   | Ord. 1470                                 | 5/24/05  | Franchise       | Grantee                 |        |
| Sixteenth St.    | Connecticut to Missouri | A.T. & S.F.                                   | Ord. 1470                                 | 5/24/05  | Franchise       | R.R.'s<br>J.U. & M.     |        |
| Sixteenth St.    | Connecticut to Missouri | S.P. Co.                                      | Ord. 1699                                 | 12/11/05 | Franchise       |                         |        |
| Sixteenth St.    | Connecticut to Missouri | Abner Doble                                   | Ord. 158 NS                               | 2/20/07  | AX              | A.T. & S.F.<br>S.P. Co. | 1000P  |
| Sixteenth St.    | Missouri to Mississippi | A.T. & S.F.                                   | Ord. 1470                                 | 5/24/05  | Franchise       | R.R.'s<br>J.U. & M.     |        |
| Sixteenth St.    | Missouri to Mississippi | S.P. Co.                                      | Ord. 1699                                 | 12/11/05 | Franchise       |                         | 3600P  |
| Sixth St.        | Townsend to King        | S.P. Co.                                      | Ord. 2683 NS                              | 3/26/14  | Franchise       | Grantee                 | 4240P  |
| Sixth St.        | King to Berry           | S.P. Co.                                      | Ord. 2683 NS                              | 3/26/14  | Franchise       | Grantee                 | 330P   |
| Sixth St.        | Berry to Channel        | S.P. Co.                                      | Ord. 2683 NS                              | 3/26/14  | Franchise       | Grantee                 |        |
| So. Van Ness Ave | 23d to 24th             | S.P. Co.                                      | No Franchise<br>Prior Rights<br>Abandoned |          |                 | S.P. Co.                | 4 P    |
| Spear St.        | Mission to Howard       | O.C. Pratt & J.<br>A. Folger Jr.<br>Wm. Cluff | Ord. 2934 NS                              | 9/28/14  | A8, B, C, G, G2 | A.T. & S.F.             | 370 P  |
| Spear St.        | Howard to Folsom        | O.C. Pratt & J.<br>A. Folger Jr.              | Ord. 3539 NS                              | 12/13/15 | A8, B, G, G2    | " & S.P. Co.            | 370 P  |
|                  |                         |   | Ord. 2934 NS                              | 9/28/14  | A8, B, C, G, G2 | A.T. & S.F.             | 1250 P |



| STREET       | LOCATION                   | GRANTEE                                  | PERMIT      | DATE     | OBLIGATIONS | MAINTAIN BY     | PAVT          |
|--------------|----------------------------|--|-------------|----------|-------------|-----------------|---------------|
| Spear St.    | Folsom to Howard           | A.T. & S.F.                              | Order 4855  | 10/ 7/36 | AX          | Grantee         |               |
| Spear St.    | Folsom to Howard           | A.T. & S.F.                              | Ord.3633 NS | 2/29/16  | AX          | Grantee         |               |
| Spear St.    | Folsom to Howard           | Great West.<br>Smelt.& Refin-<br>ing Co. | Ord.3799 NS | 6/26/16  | AX,C,G,G2   | Grantee         | 400 P         |
| Spear St.    | Folsom to Harri-<br>son    | O.C.Iratt & J.<br>A.Folger Jr.           | Ord.2934 NS | 9/28/14  | A8,B,C,G,G2 | A.T. & S.<br>F. | 810 P         |
| Spear St.    | Folsom to Harri-<br>son    | A.T. & S.F.                              | Ord.6066 NS | 11/26/23 | A8,B,C      | Grantee         | 200 P         |
| Spear St.    | Harrison to<br>Folsom      | Great West.<br>Smelt.&Ref.Co.            | Ord.3799 NS | 6/26/16  | AX,C,G,G2,  | Grantee         | 150 P         |
| Spear St.    | Harrison to<br>Folsom      | A.T. & S.F.                              | Ord.6469 NS | 1/ 5/25  | AB,B,C      | Grantee         | 100 P         |
| Spear St.    | Harrison to<br>Embarcadero | O.C.Iratt & J.<br>A.Folger Jr.           | Ord.2934 NS | 9/28/14  | AX          | A.T.&S.F.       | 30 P          |
| Spear St.    | Harrison to<br>Embarcadero | A.T. & S.F.                              | Ord.6469 NS | 1/ 5/25  | A8,B,C      | Grantee         |               |
| Spear St.    | Harrison to<br>Embarcadero | A.T. & S.F.                              | Ord.4485 NS | 2/ 5/18  | A8,B,C,G,G2 | Grantee         |               |
| Stanford St. | Brannan to<br>Townsend     | J. Sheldon<br>Potter                     | Ord.5745 NS | 11/10/22 | A8,B,C,D    | Industry        | 50 P<br>72 SW |
| Steuart St.  | Folsom to<br>Embarcadero   | Great West.<br>Smelt.&Ref.Co.            | Ord.6133 NS | 2/ 1/24  | A8,B,C      | Industry        |               |



| STREET        | LOCATION                 | GRANTEE                                   | PERMIT  | DATE     | OBLIGATIONS | MAINTAIN BY             | TAX          |
|---------------|--------------------------|---|---|----------|-------------|-------------------------|--------------|
| Third St.     | 4th to Irwin             | A.T. & S.F.                               | Ord. 1286   | 9/19/04  | AX          | Grantee                 |              |
| Third St.     | Brannan to Townsend      | Clinton Fireproofing Co.                  | Ord. 2225 NS  | 3/17/13  | AX          | S.P. Co.                | 235 P<br>6SW |
| Third St.     | Brannan to Townsend      | C.S. Wright<br>(now S.P. Co.)             | Ord. 592 NS   | 10/19/08 | AX          | S.P. Co.                | 16SW         |
| Third St.     | Arthur to Burke          | Miller & Lux                              | Ord. 1407 NS  | 12/ 5/10 | AX          | S.P.Co. &<br>A.T. & S.R |              |
| Third St.     | Arthur to Napoleon       | S.P.Co. & A.T. &<br>S.F.<br>S.F. & S.J.V. | Ord. 2399 NS  | 8/12/13  | AX          | S.P.Co. &<br>A.T.&S.F.  |              |
| Thirtieth St. | Chenery to Dolores       | S.P. Co.                                  | Ord. 270<br>Prior Rights<br>No Franchise<br>Abandoned | 4/12/01  |             |                         |              |
| Thomas Ave.   | Griffith to Hawes        | U. S. Navy                                | Ord. 1703   | 7/13/42  | A, B4, K    | Grantee                 |              |
| Toland St.    | Evans to Galvez          | S.P. Co.                                  | Ord. 7605 NS  | 7/29/27  | A8, B, C, D | Grantee                 |              |
| Townsend St.  | First to Gale            | S.P. Co.                                  | Ord. 2683 NS  | 3/23/14  | Franchise   | Grantee                 |              |
| Townsend St.  | First to Gale            | S.P. Co.                                  | Charter   | 11/23/07 | AX          | Grantee                 | 60 P<br>20SW |
| Townsend St.  | First to Gale            | Phillipine Veg.<br>Oil Co.                | Ord. 4631 NS  | 6/25/18  | AX          | Industry                |              |
| Townsend St.  | First to Gale            | No Data                                   | No Data   |          |             | S.P. Co.                |              |
| Townsend St.  | First to Gale            | S.P. Co.                                  | Ord. 3412 NS  | 8/23/15  | B, C, G3    | Grantee                 |              |
| Townsend St.  | 2d to Colin P. Kelly Jr. | S.P. Co.                                  | Charter   | 11/23/07 | AX          | Grantee                 |              |

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| STREET       | LOCATION           | GRANTEE        | PERMIT       | DATE     | OBLIGATION  | MAINTAIN BY | PAID           |
|--------------|--------------------|----------------|--------------|----------|-------------|-------------|----------------|
| Townsend St. | 4th St. Crossing   |                | No Data      |          |             |             | 100 P          |
| Townsend St. | 4th St. Crossing   | S.P. Co.       | Charter      | 11/23/07 | AX          | Grantee     | 10 P           |
| Townsend St. | 4th St. Crossing   | S.P. Co.       | Ord. 5847 NS | 4/ 9/23  | A,B,C       | Grantee     | 40 P           |
| Townsend St. | 4th to 5th         | S.P. Co.       | Ord. 4831 NS | 4/23/19  | A,B,C,G1,G9 | Grantee     | 120            |
| Townsend St. | 4th to 5th         | S.P. Co.       | Ord. 2683 NS | 3/26/14  | AX          | Grantee     | 380 P          |
| Townsend St. | 4th to 5th         |                | No Data      |          |             |             | 240 P          |
| Townsend St. | 4th to 5th         | S.P. Co.       | Ord. 5847 NS | 4/11/23  | A,B,C       | Grantee     | 630 P          |
| Townsend St. | 4th to 5th         | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 3170 P<br>20SW |
| Townsend St. | 5th St. Crossing   | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 210 P          |
| Townsend St. | 5th to 6th         | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 1025 P         |
| Townsend St. | 6th to 7th         |                | No Data      |          |             |             | 1000 P         |
| Townsend St. | 6th to 7th         | S.P. Co.       | Charter      | 11/23/07 | AX          | Grantee     | 300 P          |
| Townsend St. | 6th to 7th         | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 1630 P         |
| Townsend St. | 7th to 8th         | Mc Gilvray Co. | Ord. 4070 NS | 2/14/17  | AX          | S.P. Co.    | 40 P           |
| Townsend St. | 7th to 8th         | S.P. Co.       | Charter      | 11/23/07 | AX          | Grantee     | 125 P          |
| Townsend St. | 7th to 8th         | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 9650 P         |
| Townsend St. | Division to Kansas | S.P. Co.       | Ord. 2683 NS | 3/23/14  | Franchise   | Grantee     | 220 P          |



| Station | Latitude  | Longitude  | Time  | Altitude | Remarks             |
|---------|-----------|------------|-------|----------|---------------------|
| 1       | 10° 15' N | 155° 15' W | 10:00 | 1000     | Clear sky           |
| 2       | 10° 30' N | 155° 30' W | 10:30 | 1050     | Light clouds        |
| 3       | 10° 45' N | 155° 45' W | 11:00 | 1100     | Increasing clouds   |
| 4       | 11° 00' N | 156° 00' W | 11:30 | 1150     | Heavy rain          |
| 5       | 11° 15' N | 156° 15' W | 12:00 | 1200     | Thunderstorm        |
| 6       | 11° 30' N | 156° 30' W | 12:30 | 1250     | Clearing            |
| 7       | 11° 45' N | 156° 45' W | 13:00 | 1300     | Partly cloudy       |
| 8       | 12° 00' N | 157° 00' W | 13:30 | 1350     | Light breeze        |
| 9       | 12° 15' N | 157° 15' W | 14:00 | 1400     | Stable conditions   |
| 10      | 12° 30' N | 157° 30' W | 14:30 | 1450     | Good visibility     |
| 11      | 12° 45' N | 157° 45' W | 15:00 | 1500     | End of observations |

| STREET       | LOCATION                       | GRANTEE                       | PERMIT                                    | DATE                | OBLIGATIONS            | MAINTAINED BY | TAX           |
|--------------|--------------------------------|-------------------------------|---|---------------------|------------------------|---------------|---------------|
| Townsend St. | Division to Kansas             | S.P. Co.                      | Charter                                   | 11/23/07            | AX                     | Grantee       | 380P          |
| Townsend St. | Division to Kansas             | Mc Gilvray Co.                | Ord. 4070 NS                              | 2/14/17             | AX                     | S.P. Co.      |               |
| Treat Ave.   | Alameda to Florida             | S.P. Co.                      | Charter                                   | 11/23/07            | AX                     | Grantee       |               |
| Treat Ave.   | Alameda to Florida             | S.P. Co.                      | Ord. 2617 NS                              | 2/3/14              | AX                     | Grantee       | 10 P          |
| Treat Ave.   | Alameda to 15th                | S.P. Co.                      | Ord. 2933 BS<br>Res. 6032                 | 12/2/95<br>6/14/10  | No Data<br>Move Tracks | Grantee       |               |
| Treat Ave.   | Alameda to 15th                | Anheuser Busch<br>Brewing Co. | Ord. 145 NS                               | 2/18/07             | AX                     | S.P. Co.      |               |
| Treat Ave.   | Alameda to 15th                | S.P. Co.                      | Charter                                   | 11/23/07            | AX                     | Grantee       |               |
| Treat Ave.   | Alameda to 15th                | S.P. Co.                      | Order 2933 BS<br>Res. 6032                | 12/2/95<br>6/4/10   | No Data<br>Move Tracks | Grantee       |               |
| Treat Ave.   | 15th to 16th                   | S.P. Co.                      | Order 2933 BS                             | 12/2/95             | No Data                | Grantee       |               |
| Treat Ave.   | 15th to 16th                   | S.P. Co.                      | Res. 6032                                 | 6/14/10             | Move Tracks            |               | 10 P<br>28 SW |
| Treat Ave.   | 22d to 23d                     | S.P. Co.                      | Prior Rights<br>No Franchise<br>Abandoned |                     |                        |               |               |
| Twelfth St.  | So. Van Ness Ave.<br>to Howard | Michelin Tire<br>Company      | Ord. 5901 NS<br>Ord. 5024 NS              | 5/29/23<br>12/26/19 | 48, B, C               | Grantee       |               |
|              |                                |                               | T-72                                      |                     |                        |               |               |



| SHEET         | LOCATION              | GRANTEE  | PERMIT                                       | DATE                          | OBLIGATIONS              | MAINTAIN BY | AVT  |
|---------------|-----------------------|--|--|-------------------------------|--------------------------|-------------|------|
| Twelfth St.   | Howard to Folsom      | Ocean Shore Baking Co.<br>City Property<br>Operated by<br>S.P. Co. | Ord. 6511 NS<br>Ord. 6512 NS<br>Ord. 8664 NS | 2/ 2/25<br>2/ 2/25<br>1/13/30 | A8, B, C, G1<br>G1, G9   | Grantee     | 250F |
| Twelfth St.   | Howard to Folsom      | Californian Baking Co.   | Ord. 6790 NS                                 | 9/ 8/25                       | A8, B, C, G1             | Industry    | 50P  |
| Twelfth St.   | Folsom to Harrison    | Ocean Shore Baking Co.<br>City Property<br>Operated by<br>S.P. Co. | Ord. 6511 NS<br>Ord. 6512 NS<br>Ord. 8664 NS | 2/ 2/25<br>2/ 2/25<br>1/13/30 | A8, B, C, G1<br>A8, B, C | S. P. Co.   | 250F |
| Twelfth St.   | Folsom to Harrison    | Swanston Bros.   | Ord. 8765 NS                                 | 5/19/30                       | A8, B, C, G1             | S. P. Co.   | 50P  |
| Twelfth St.   | Folsom to Harrison    | California Baking Co.  | Ord. 6790 NS                                 | 9/ 8/25                       | A8, B, C, G1, G9         | Industry    | 540P |
| Twelfth St.   | Harrison St. easterly | Ocean Shore Baking Co.<br>City Property<br>Operated by<br>S.P. Co. | Ord. 6511 NS<br>Ord. 6512 NS<br>Ord. 8664 NS | 2/ 2/25<br>2/ 2/25<br>1/13/30 | A8, B, C, G1<br>G1, G9   | S. P. Co.   | 450P |
| Twelfth St.   | Harrison St. easterly | Joseph Lerer & Sons  | Ord. 5903 NS<br>Ord. 6302 NS                 | 5/29/23<br>7/21/24            | A8, B, C<br>A8, B, C     | Industry    | 450P |
| Twelfth St.   | Harrison St. easterly |  | No Data                                      |                               |                          |             |      |
| Twentieth St. | Indiana to Minnesota  | A.T. & S.P.  | Ord. 1756                                    | 2/20/06                       | AX                       | Grantee     |      |
| Twentieth St. | Illinois to Michigan  | S.P. Co.   | Charter                                      | 11/ 5/07                      | AX                       | Grantee     |      |



| STREET            | LOCATION             | GRANTEE          | PERMIT                                    | DATE     | OBLIGATIONS | MAINTAINED BY | SAVING       |
|-------------------|----------------------|------------------|---|----------|-------------|---------------|--------------|
| Twentieth St.     | Illinois to Michigan | S.F. Co.         | Order 4329                                | 7/ 8/36  | B4          | Grantee       |              |
| Twentieth St.     | Id to Illinois       | American Can Co. | Ord. 8531 NS                              | 9/18/29  | 8, B, D, G4 | Industry      | 75 F         |
| Twentieth St.     | Michigan to Georgia  | S.F. Co.         | Charter                                   | 11/ 5/07 | AX          | Grantee       |              |
| Twenty-Second St. | Treat to Harrison    | S.P. Co.         | Prior Rights<br>No Franchise<br>Abandoned |          |             |               | 80 F<br>258W |
| Twenty-Second St. | Missouri to Texas    | W.F.R.R.         | Ord. 582 NS                               | 10/23/08 | AX          | Grantee       |              |
| Twenty-Second St. | Iowa to Indiana      | A.T. & S.F.      | Ord. 412                                  | 12/16/01 | Franchise   | Grantee       |              |
| Twenty-Second St. | Pennsylvania to Iowa | S.F. Co.         | Ord. 1095                                 | 1/ 7/04  | No Data     | Grantee       | 12P          |
| Twenty-Third St.  | Pennsylvania to Iowa | S.F. Co.         | Ord. 1095                                 | 1/ 7/04  | No Data     | Grantee       |              |
| Twenty-Third St.  | Folsom to Treat      | S.F. Co.         | Prior Rights<br>No Franchise<br>Abandoned |          |             |               |              |
| Twenty-Fourth St. | Capp to So. Van Ness | S.F. Co.         | Prior Rights<br>No Franchise<br>Abandoned |          |             |               |              |
| Twenty-Fifth St.  | Valencia to Bartlett | S.F. Co.         | Prior Rights<br>No Franchise<br>Abandoned |          |             |               |              |
| Twenty-Fifth St.  | Iowa to Indiana      | A.T. & S.F.      | Ord. 412                                  | 12/16/01 | Franchise   | Grantee       |              |





| STREET               | LOCATION                     | GRANTEE     | PERMIT                                    | DATE     | OBLIGATIONS | MAINTAIN<br>BY |
|----------------------|------------------------------|-------------|---|----------|-------------|----------------|
| Twenty-Fifth St.     | Iowa to Indiana              | W.P.R.R.    | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Indiana to<br>Minnesota      | A.T. & S.F. | Ord. 412                                  | 12/16/01 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Minnesota to<br>Tennessee    | A.T. & S.F. | Ord. 412                                  | 12/16/01 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Minnesota to<br>Tennessee    | A.T. & S.F. | Ord. 7620 NS                              | 7/18/27  | A8, B, C    | Grantee        |
| Twenty-Fifth St.     | Tennessee to 3d              | A.T. & S.F. | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Louisiana to<br>Maryland     | W.P.R.R.    | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Maryland to<br>Delaware      | W.P.R.R.    | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee        |
| Twenty-Fifth St.     | Delaware to<br>Massachusetts | W.P.R.R.    | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee        |
| Twenty-Sixth St.     | Guerrero to Fair<br>Oaks     | S.F. Co.    | Prior Rights<br>No Franchise<br>Abandoned |          |             |                |
| Twenty-Eighth<br>St. | Church to<br>Dolores         | S.F. Co.    | Prior Rights<br>No Franchise<br>Abandoned |          |             |                |
| Twenty-Ninth St.     | Church to<br>Dolores         | S.F. Co.    | Prior Rights<br>No Franchise<br>Abandoned |          |             |                |
| Underwood Ave.       | Griffith to<br>Hawes         | U. S. Navy  | Ord. 1703                                 | 7/13/42  | A, B4, K    | Grantee        |



| STREET       | LOCATION            | GRANTEE                     | PERMIT                                    | DATE               | OBLIGATIONS | MAINTAIN BY | PAYT  |
|--------------|---------------------|-----------------------------|---|--------------------|-------------|-------------|-------|
| Union St.    | Battery to Sansome  | American Milling Co.        | Ord. 461                                  | 3/1902             | No Data     | Grantee     |       |
| Union St.    | Battery to Sansome  | National Ice & Cold Storage | Ord. 2500 NS                              | 11/15/13           | AX          | Grantee     |       |
| Union St.    | Front to Battery    | American Milling Co.        | Ord. 461                                  | 3/1902             | No Data     | Industry    | 50    |
| Utah St.     | Alameda to 15th     | S.P. Co.                    | Charter                                   | 11/ 5/07           | AX          | S.P. Co.    |       |
| Utah St.     | Alameda to 15th     | American Radiator Co.       | Ord. 148 NS                               | 2/ 8/07            | AX          | S.P. Co.    | 100 P |
| Utah St.     | Alameda to Division | S.P. Co.                    | Charter                                   | 11/ 5/07           | AX          | Grantee     | 430 P |
| Valencia St. | 25th St. Crossing   |                             | Prior Rights<br>No Franchise<br>Abandoned |                    |             |             |       |
| Vallejo St.  | Sansome to Battery  | Pacific Coast Biscuit Co.   | Ord. 8430 NS<br>Repealing<br>Ord. 8373 NS | 4/29/29<br>3/15/29 | A8, B, C, D | Industry    |       |
| Vallejo St.  | Sansome to Battery  | Petri Cigar Co.             | Order 8971                                | 9/14/38            | A, B        | Industry    | 131 P |
| Vallejo St.  | Battery to Front    | Pacific Coast Biscuit Co.   | Ord. 8430 NS                              | 4/29/29            | A8, B, C, D | Industry    | 684 P |
| Vallejo St.  | Battery to Front    | Crocker Investment Co.      | Ord. 4006 NS                              | 12/11/16           | AX          | Industry    |       |
| Vallejo St.  | Battery to Front    | The Lurie Co.               | Order 8956                                | 9/14/38            | A           | Industry    |       |



| STREET        | LOCATION             | GRANTEE                 | PERMIT                                    | DATE     | OBLIGATIONS | MAINTAIN BY | PAV'T           |
|---------------|----------------------|-------------------------|---|----------|-------------|-------------|-----------------|
| Vallejo St.   | Battery to Front     | Petri Cigar Co.         | Order 8971                                | 9/14/38  | A,B         | Industry    | 860 P<br>5403W  |
| Vallejo St.   | Front to Davis       | S.F. Co.                | Charter                                   | 1/23/07  | AX          | Grantee     |                 |
| Vallejo St.   | Front to Davis       | S.F. Co.                | Ord. 1646 NS                              | 8/15/11  | AX          | Grantee     |                 |
| Vallejo St.   | Davis to Embarkadero | S.F. Co.                | Charter                                   | 1/23/07  | AX          | Grantee     |                 |
| Valley St.    | Church to Dolores    | S.F. Co.                | Prior Rights<br>No Franchise<br>Abandoned |          |             | Grantee     | Remove<br>Photo |
| Van Dyke Ave. | Hawes to Ingalls     | U. S. Navy              | Ord. 1703                                 | 7/13/42  | A,B4,K      | Industry    |                 |
| Van Ness Ave. | Beach to Jefferson   | Harbor Comm.            | No Data                                   |          |             | Grantee     |                 |
| Vermont St.   | Alameda to Division  | W.P.R.R.                | Ord. 848 NS                               | 8/ 6/09  | AX          | Grantee     |                 |
| Vermont St.   | Alameda to Division  | W.P.R.R.                | Ord. 582 NS                               | 10/23/08 | Franchise   | Grantee     |                 |
| Vermont St.   | Alameda to Division  | W.P.R.R.                | Ord. 1255 NS                              | 7/20/10  | A8,G2       | Grantee     |                 |
| Vermont St.   | Alameda Crossing     | W.P.R.R.                | Ord. 582 NS                               | 10/23/08 | AX          | Grantee     |                 |
| Vermont St.   | Alameda Crossing     | W.P.R.R.                | Ord. 1255 NS                              | 7/20/10  | A8,G2       | Grantee     |                 |
| Vermont St.   | Alameda Crossing     | W.P.R.R.                | Ord. 848 NS                               | 8/ 6/09  | AX          | Grantee     |                 |
| Vermont St.   | Alameda to Division  | S.F. Co.                | Charter                                   | 11/ 5/07 | AX          | Grantee     |                 |
| Vermont St.   | Alameda to Division  | Pac. Gas & Electric Co. | Ord. 2030 NS                              | 9/25/12  | AX          | S.F. Co.    |                 |

| DATE | DESCRIPTION | AMOUNT | REMARKS | INITIALS | DATE |
|------|-------------|--------|---------|----------|------|
| 1911 | ...         | ...    | ...     | ...      | ...  |
| 1912 | ...         | ...    | ...     | ...      | ...  |
| 1913 | ...         | ...    | ...     | ...      | ...  |
| 1914 | ...         | ...    | ...     | ...      | ...  |
| 1915 | ...         | ...    | ...     | ...      | ...  |
| 1916 | ...         | ...    | ...     | ...      | ...  |
| 1917 | ...         | ...    | ...     | ...      | ...  |
| 1918 | ...         | ...    | ...     | ...      | ...  |
| 1919 | ...         | ...    | ...     | ...      | ...  |
| 1920 | ...         | ...    | ...     | ...      | ...  |
| 1921 | ...         | ...    | ...     | ...      | ...  |
| 1922 | ...         | ...    | ...     | ...      | ...  |
| 1923 | ...         | ...    | ...     | ...      | ...  |
| 1924 | ...         | ...    | ...     | ...      | ...  |
| 1925 | ...         | ...    | ...     | ...      | ...  |
| 1926 | ...         | ...    | ...     | ...      | ...  |
| 1927 | ...         | ...    | ...     | ...      | ...  |
| 1928 | ...         | ...    | ...     | ...      | ...  |
| 1929 | ...         | ...    | ...     | ...      | ...  |
| 1930 | ...         | ...    | ...     | ...      | ...  |
| 1931 | ...         | ...    | ...     | ...      | ...  |
| 1932 | ...         | ...    | ...     | ...      | ...  |
| 1933 | ...         | ...    | ...     | ...      | ...  |
| 1934 | ...         | ...    | ...     | ...      | ...  |
| 1935 | ...         | ...    | ...     | ...      | ...  |
| 1936 | ...         | ...    | ...     | ...      | ...  |
| 1937 | ...         | ...    | ...     | ...      | ...  |
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| 1939 | ...         | ...    | ...     | ...      | ...  |
| 1940 | ...         | ...    | ...     | ...      | ...  |
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| 1944 | ...         | ...    | ...     | ...      | ...  |
| 1945 | ...         | ...    | ...     | ...      | ...  |
| 1946 | ...         | ...    | ...     | ...      | ...  |
| 1947 | ...         | ...    | ...     | ...      | ...  |
| 1948 | ...         | ...    | ...     | ...      | ...  |
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| 1950 | ...         | ...    | ...     | ...      | ...  |
| 1951 | ...         | ...    | ...     | ...      | ...  |
| 1952 | ...         | ...    | ...     | ...      | ...  |
| 1953 | ...         | ...    | ...     | ...      | ...  |
| 1954 | ...         | ...    | ...     | ...      | ...  |
| 1955 | ...         | ...    | ...     | ...      | ...  |
| 1956 | ...         | ...    | ...     | ...      | ...  |
| 1957 | ...         | ...    | ...     | ...      | ...  |
| 1958 | ...         | ...    | ...     | ...      | ...  |
| 1959 | ...         | ...    | ...     | ...      | ...  |
| 1960 | ...         | ...    | ...     | ...      | ...  |
| 1961 | ...         | ...    | ...     | ...      | ...  |
| 1962 | ...         | ...    | ...     | ...      | ...  |
| 1963 | ...         | ...    | ...     | ...      | ...  |
| 1964 | ...         | ...    | ...     | ...      | ...  |
| 1965 | ...         | ...    | ...     | ...      | ...  |
| 1966 | ...         | ...    | ...     | ...      | ...  |
| 1967 | ...         | ...    | ...     | ...      | ...  |
| 1968 | ...         | ...    | ...     | ...      | ...  |
| 1969 | ...         | ...    | ...     | ...      | ...  |
| 1970 | ...         | ...    | ...     | ...      | ...  |
| 1971 | ...         | ...    | ...     | ...      | ...  |
| 1972 | ...         | ...    | ...     | ...      | ...  |
| 1973 | ...         | ...    | ...     | ...      | ...  |
| 1974 | ...         | ...    | ...     | ...      | ...  |
| 1975 | ...         | ...    | ...     | ...      | ...  |
| 1976 | ...         | ...    | ...     | ...      | ...  |
| 1977 | ...         | ...    | ...     | ...      | ...  |
| 1978 | ...         | ...    | ...     | ...      | ...  |
| 1979 | ...         | ...    | ...     | ...      | ...  |
| 1980 | ...         | ...    | ...     | ...      | ...  |
| 1981 | ...         | ...    | ...     | ...      | ...  |
| 1982 | ...         | ...    | ...     | ...      | ...  |
| 1983 | ...         | ...    | ...     | ...      | ...  |
| 1984 | ...         | ...    | ...     | ...      | ...  |
| 1985 | ...         | ...    | ...     | ...      | ...  |
| 1986 | ...         | ...    | ...     | ...      | ...  |
| 1987 | ...         | ...    | ...     | ...      | ...  |
| 1988 | ...         | ...    | ...     | ...      | ...  |
| 1989 | ...         | ...    | ...     | ...      | ...  |
| 1990 | ...         | ...    | ...     | ...      | ...  |
| 1991 | ...         | ...    | ...     | ...      | ...  |
| 1992 | ...         | ...    | ...     | ...      | ...  |
| 1993 | ...         | ...    | ...     | ...      | ...  |
| 1994 | ...         | ...    | ...     | ...      | ...  |
| 1995 | ...         | ...    | ...     | ...      | ...  |
| 1996 | ...         | ...    | ...     | ...      | ...  |
| 1997 | ...         | ...    | ...     | ...      | ...  |
| 1998 | ...         | ...    | ...     | ...      | ...  |
| 1999 | ...         | ...    | ...     | ...      | ...  |
| 2000 | ...         | ...    | ...     | ...      | ...  |

| STREET            | LOCATION            | GRANTEE                           | PERMIT       | DATE     | OBLIGATIONS | MAINTAIN BY | PAYT           |
|-------------------|---------------------|-----------------------------------|--------------|----------|-------------|-------------|----------------|
| Vermont St.       | Alameda to Division | S.P. Co.                          | Res. 6032    | 6/14/10  | AX          | Grantee     | 280 P          |
| Vermont St.       | Alameda to 15th     | W.P.R.R.                          | Ord. 582 NS  | 10/23/08 | Franchise   | Grantee     | 500 P<br>250SW |
| Vermont St.       | Alameda to 15th     | W.P.R.R.                          | Ord. 1255 NS | 6/20/10  | A8, G2      | Grantee     | 250 P          |
| Vermont St.       | Alameda to 15th     | Dunham, Carrigan & Hayden Company | Ord. 848 NS  | 8/ 6/09  | AX          | Grantee     | 1508W          |
| Visitation Ave.   | Bay Shore to Hart   | S.P. Co.                          | Ord. 6588 NS | 4/27/23  | A8, B, G    | Industry    |                |
| Visitation Ave.   | Hart to Evatt       | S.P. Co.                          | Ord. 1095    | 1/ 7/04  | Franchise   | Grantee     |                |
| Whipple Ave.      | San Jose to Cayuga  | S.P. Co.                          | No Data      |          |             |             |                |
| Will Wallace Ave. | Hawes to Ingalls    | U.S. Navy                         | Ord. 1703    | 7/13/42  | A, B4, K    | Industry    |                |
| Waterloo St.      | Loomis to Marengo   | W.P.R.R.                          | Ord. 6349 NS | 9/15/24  | A8, B, C    | Grantee     |                |
| Williams Ave.     | Reddy to Dana       | S.P. Co.                          | Ord. 1095    | 1/ 7/04  | Franchise   | Grantee     |                |
| Wisconsin St.     | 18th to Mariposa    | W.P.R.R.                          | Ord. 582 NS  | 10/23/08 | Franchise   | Grantee     |                |
| Wisconsin St.     | 18th to Mariposa    | W.P.R.R.                          | Ord. 12,2021 | 6/21/37  | A8, B, D    | Grantee     |                |
| York St.          | Alameda to Division | S.P. Co.                          | Ord. 145     | 11/ 5/07 | AX          | Grantee     |                |
| York St.          | Alameda to Division | S.P. Co.                          | Res. 6032    | 6/14/10  | Marv Tracks | Grantee     |                |
| Yosemite Ave.     | Hawes to Ingalls    | U.S. Navy                         | Ord. 1703    | 7/13/42  | A, B4, K    | Industry    |                |





TABLES

SPUR TRACK PERMITS

GRANTED BY ORDINANCES

WHICH ARE STILL IN FORCE

BUT TRACKS

DO NOT EXIST



# SEWER TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE BUT TRACK NOT EXISTING

| STREET        | LOCATION                   | GRANTEE                             | BILL        | CARDINANCE        | DATE               | AGE IN JOURNAL |
|---------------|----------------------------|-------------------------------------|-------------|-------------------|--------------------|----------------|
| Alameda St.   | Utah                       | F.B. Knowles<br>Abel Hosmer         | 4247        | 3910 NS           | 9/25/16            | 977            |
| Alameda St.   | Rhode Island               | A.T. & S.F.                         | 1020        | 898 NS            | 9/27/09            | 870            |
| Arkansas St.  | 8th to De Haro             | A.T. & S.F.                         | 1157        | 1024 NS           | 12/20/09           | 1190           |
| Bancroft Ave. | East of Phelps St.         | S.I. Co.                            | 9319        | 8825 NS           | 8/11/30            | 1949           |
| Battery st.   | Filbert St.                | Warehouse Investment Co.            | 4985        | 4630 NS           | 6/24/18            | 539            |
| Bay St.       | Kearny to Grant Ave.       | A.T. & S.F.                         | 4928        | 4574 NS           | 4/15/18            | 323            |
| Beech St.     | Larkin - Jefferson to Hyde | California Fruit Growers Assoc.     | 3767        | 3444 NS           | 9/27/15            | 1047           |
| Beale St.     | Harrison to Howard         | C.M. Belshaw                        | 5248        | 4885 NS           | 7/ 7/19            | 552            |
| Beale St.     | Brannan to Harrison        | Funham, Carrigan & Hayden Co.       | 3128        | 2848 NS           | 7/27/14            | 829            |
| Berry st.     | 7th to De Haro             | Thos. G. Knight                     | 1526        | 7045 NS           | 3/29/26            | 479            |
| Bluxome St.   | 5th to 6th                 | Moody Estate Co.                    | 1174        | 1077 NS           | 2/14/10            | 103            |
| Bluxome St.   | 5th to 6th                 | Moody Estate Co.                    | 3405        | 3107 NS           | 1/26/15            | 103            |
| Bluxome St.   | 4th to 5th                 | H., M. & Stetson<br>Timothy Hopkins | 959<br>4449 | 837 NS<br>4105 NS | 7/19/09<br>3/12/17 | 717<br>291     |
| Bluxome St.   | 6th to 5th                 | Miller & Lux                        | 1171        | 1041 NS           | 1/ 3/10            | 42             |
| Bryant St.    | Alameda to Division        | John Fapp & Son                     | 1218        | 1087 NS           | 2/21/10            | 204            |
| Carrell       | Jennings & Ingalls         | G. R. Reed Co.                      | 8700        | 8209 NS           | 9/24/28            | 2046           |



S. UE TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE BUT TRACK NOT EXISTING

| STREET        | LOCATION                                       | GRANTEE                                 | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|---------------|--|---|------|-----------|----------|-----------------------|
| Davis St.     | Broadway to Pacific                            | Real Prop. Invest. Co.                  | 1161 | 1027 NS   | 12/20/09 | 1192                  |
| Davis St.     | Chambers                                       | Frapoli Est.                            | 3337 | 3047 NS   | 12/15/14 | 1401                  |
| Division St.  | Florida to Bryant                              | Moran and Co.                           | 5491 | 5124 NS   | 4/12/20  | 299                   |
| Egbert Ave.   | At Newhall St.                                 | Kraft Cheese & S.<br>F. Co.             | 553  | 533 NS    | 4/ 4/40  | 465                   |
| Eighth St.    | Hooper - Wisconsin to<br>16th                  | George L. Center<br>Joseph B.C. Coryell | 2081 | 1867 NS   | 5/ 8/12  | 254                   |
| Eighth St.    | Carolina                                       | A.T. & S.F. & S.P. Co.                  | 1157 | 1024 NS   | 12/20/09 | 1190                  |
| Premont St.   | Brannan to Bryant                              | City Coal Co.                           | 5296 | 4933 NS   | 9/15/19  | 758                   |
| Fifth St.     | Brannan to Bryant                              | W.T. Garrett & Co.                      | 736  | 636 NS    | 12/ 7/08 | 1093                  |
| Fifteenth St. | Rhode Island to De Haro                        | A.T. & S.F. & S.P.                      | 8287 | 7798 NS   | 11/21/27 | 2180                  |
| Fifteenth St. | De Haro  | A.T. & S.F. & S.P. Co.                  | 1157 | 1024 NS   | 12/20/09 | 1190                  |
| Florida St.   | 16th to 15th                                   | F.E. Knowles                            | 763  | 689 NS    | 2/23/09  | 180                   |
| Florida St.   | 18th to 19th                                   | August J. Lang & Co.                    | 1078 | 950 NS    | 11/15/09 | 1022                  |
| Florida St.   | 11th to 12th                                   | Calif. Pottery Co.                      | 6285 | 5852 NS   | 4/ 9/23  | 331                   |
| Florida St.   | 18th to 19th                                   | Central Iron Works<br>A.A. Devoto       | 1076 | 948 NS    | 11/ 9/09 | 1022                  |
| Florida St.   | Mariposa to 18th                               | A.A. Devoto                             | 1077 | 949 NS    | 11/15/09 | 1022                  |
| Fourth St.    | Townsend St. - Crook St.<br>Lusk - Ritch - 3rd | M. J. Brandenstein<br>Co.               | 4600 | 4264 NS   | 7/16/17  | 958                   |





# 31 UK TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE BUT TRACK NOT EXISTING

| STREET         | LOCATION                      | GRANTEE                | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|----------------|-------------------------------|------------------------|------|-----------|----------|-----------------------|
| Front St.      | Green to Vallejo              | Est. of J.O. Whitcombe | 1136 | 1006 NS   | 12/16/09 | 1150J                 |
| Front St.      | Filbert St.                   | Guggenheim & Co.       |      | 300       | 5/16/01  | 406Franchise          |
| Front St.      | Pacific to Jackson            | Zellerbach Paper       | 6229 | 5813 NS   | 2/13/23  | 134                   |
| Front St.      | Pacific to Jackson            | Fred W. Hollman        | 6230 | 5814 NS   | 2/13/23  | 134                   |
| Georgia St.    | Alameda, Eldorado to 4th      | S.P. Co.               | 7967 | 7482 NS   | 4/ 4/27  | 557                   |
| Green St.      | Sansome St.                   | Morton L. Cook         |      | 308 NS    | 12/31/07 |                       |
| Harrison St.   | Alameda to Division           | S.P. Co.               | 7341 | 6863 NS   | 11/23/25 | 1630                  |
| Harrison St.   | 18th to 19th                  | S.P. Co.               | 7013 | 6539 NS   | 3/ 9/25  | 311                   |
| Harrison St.   | 17th to 18th                  | Hind Estate            | 4711 | 4711 NS   | 11/ 4/18 | 917                   |
| Harrison St.   | 18th to 19th                  | American Can Co.       | 4046 | 3714 NS   | 4/24/16  | 384                   |
| Harrison St.   | 16th to 17th                  | Enterprise Brewing Co. | 598  | 518       | 7/20/08  | 666                   |
| Hawes, Ingalls | Donner & Underwood (5) tracks | W.P.R.R.               | 9426 | 9015 NS   | 6/22/31  | 2239                  |
| Holladay Ave.  | North of Cortland             | W.P.R.R.               | 7128 | 6651 NS   | 5/25/25  | 736                   |
| Howard St.     | Embarcadero to Steuart        | A.P. Heise             | 5359 | 4995 NS   | 11/17/19 | 934                   |
| Illinois St.   | 23d to 22d                    | S.F. Gas & Elect. Co.  | 1435 | 1289 NS   | 8/15/10  | 834                   |
|                |                               |                        | T-81 |           |          |                       |



SPUR TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE BUT TRACK NOT EXISTING

| STREET          | LOCATION                  | GRANTEE                         | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|-----------------|---------------------------|---------------------------------|------|-----------|----------|-----------------------|
| Illinois St.    | 20th to 22d               | A.T. & S.F.                     | 3488 | 3182 NS   | 4/ 5/15  | 390                   |
| Illinois St.    | 18th to 20th              | Union Iron Works Co             | 3861 | 3536 NS   | 12/13/15 | 1405                  |
| Innes Ave.      | Cross Street Unknown      | A.T. & S.F.                     | 962  | 839 NS    | 7/19/09  | 717                   |
| Iowa St.        | 23d to 25th               | A.T. & S.F.                     | 6708 | 6246 NS   | 5/19/24  | 584                   |
| Islais St.      | 3d St. to Arthur Ave.     | Harbor Comm.                    | 4834 | 4486      | 2/4/18   | 107                   |
| Jefferson St.   | Taylor                    | O.A. Nelson                     | 5249 | 4886      | 7/ 7/19  | 553                   |
| Jefferson St.   | Taylor to Jones           | Calif.Pac.Pkg.Co.               | 5117 | 5148 NS   | 5/ 3/20  | 359                   |
| Kearny St.      | Francisco to Bay          | Joshua Hendy Iron Works         | 5241 | 4879 NS   | 6/24/19  | 513                   |
| King St.        | Berry - Channel, & Hooper | S.P. Co.                        | 948  | 828 NS    | 7/ 6/09  | 674                   |
| Loomis St.      | At San Bruno Ave.         | W.P.R.R.                        | 6961 | 6486 NS   | 1/19/25  | 85                    |
| Loomis St.      | Oakdale to Waterloo       | W.P.R.R.                        | 7415 | 6933 NS   | 12/30/25 | 1839                  |
| Mariposa St.    | Carolina St.              | Wm.L. Murphy                    | 2210 | 1983 NS   | 8/19/12  | 681                   |
| Mariposa St.    | York to Hampshire         | Daniel O'Day                    | 3142 | 2872 NS   | 8/13/14  | 851                   |
| Newcomb Ave.    | Barneveld to Rankin       | W.P.R.R.                        | 9400 | 8991 NS   | 5/11/31  | 968                   |
| North Point St. | Stockton to Grant Ave.    | S.F.Iron & Metal Co             | 746  | 644 NS    | 12/21/08 | 1112                  |
| North Point St. | Mason to Taylor           | Pac.Box Factory Inc             | 7239 | 6761 NS   | 8/24/25  | 1223                  |
| North Point St. | Mason to Taylor           | Healy Tibbetts Construction Co. | 6644 | 6195 NS   | 4/ 7/24  | 343                   |

| Serial | Date     | Time  | Remarks      |
|--------|----------|-------|--------------|
| 1      | 10/1/54  | 10:00 | ARRIVED CAMP |
| 2      | 10/2/54  | 10:00 | ARRIVED CAMP |
| 3      | 10/3/54  | 10:00 | ARRIVED CAMP |
| 4      | 10/4/54  | 10:00 | ARRIVED CAMP |
| 5      | 10/5/54  | 10:00 | ARRIVED CAMP |
| 6      | 10/6/54  | 10:00 | ARRIVED CAMP |
| 7      | 10/7/54  | 10:00 | ARRIVED CAMP |
| 8      | 10/8/54  | 10:00 | ARRIVED CAMP |
| 9      | 10/9/54  | 10:00 | ARRIVED CAMP |
| 10     | 10/10/54 | 10:00 | ARRIVED CAMP |
| 11     | 10/11/54 | 10:00 | ARRIVED CAMP |
| 12     | 10/12/54 | 10:00 | ARRIVED CAMP |
| 13     | 10/13/54 | 10:00 | ARRIVED CAMP |
| 14     | 10/14/54 | 10:00 | ARRIVED CAMP |
| 15     | 10/15/54 | 10:00 | ARRIVED CAMP |
| 16     | 10/16/54 | 10:00 | ARRIVED CAMP |
| 17     | 10/17/54 | 10:00 | ARRIVED CAMP |
| 18     | 10/18/54 | 10:00 | ARRIVED CAMP |
| 19     | 10/19/54 | 10:00 | ARRIVED CAMP |
| 20     | 10/20/54 | 10:00 | ARRIVED CAMP |
| 21     | 10/21/54 | 10:00 | ARRIVED CAMP |
| 22     | 10/22/54 | 10:00 | ARRIVED CAMP |
| 23     | 10/23/54 | 10:00 | ARRIVED CAMP |
| 24     | 10/24/54 | 10:00 | ARRIVED CAMP |
| 25     | 10/25/54 | 10:00 | ARRIVED CAMP |
| 26     | 10/26/54 | 10:00 | ARRIVED CAMP |
| 27     | 10/27/54 | 10:00 | ARRIVED CAMP |
| 28     | 10/28/54 | 10:00 | ARRIVED CAMP |
| 29     | 10/29/54 | 10:00 | ARRIVED CAMP |
| 30     | 10/30/54 | 10:00 | ARRIVED CAMP |
| 31     | 10/31/54 | 10:00 | ARRIVED CAMP |

SPUR TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE, BUT TRACK NOT EXISTING

| STREET           | LOCATION             | GRANTEE                         | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|------------------|----------------------|---------------------------------|------|-----------|----------|-----------------------|
| Rhode Island St. | 15th & 16th Sts.     | S.P.Co. & A.T.&S.F.             | 8104 | 7618 NS   | 7/18/27  | 1339                  |
| Rhode Island St. | Alameda to 15th      | Nat'l Ice & Cold<br>Storage Co. | 1413 | 1266 NS   | 8/ 1/10  | 771                   |
| Second St.       | Stillman             | Chas.G.J.Josue                  | 4401 | 4057 NS   | 2/ 5/17  | 153                   |
| Second St.       | Harrison & Brannan   | Yerba Buena<br>Improvement Co.  | 1170 | 1110 NS   | 3/14/00  | 276                   |
| Second St.       | Folsom & Harrison    | Marion L. Sherman               | 5186 | 4826 NS   | 4/ 7/19  | 235                   |
| Second St.       | Bryant to Harrison   | John Finn                       | 4402 | 4058 NS   | 2/ 5/17  | 153                   |
| Second St.       | Townsend St.         | Brandenstein & Co.              | 4162 | 3826 NS   | 7/17/16  | 760                   |
| Second St.       | Bryant to Brannan    | Palmolive Co.                   | 6245 | 5985 NS   | 8/27/23  | 927                   |
| Second St.       | Brannan & Federal    | Terminal Whse.Co.               | 6761 | 6294 NS   | 7/14/24  | 826                   |
| Second St.       | Bryant St. northerly | J. Graham Mfg.Co.               | 6008 | 5602 NS   | 3/27/22  | 277                   |
| Second St.       | Bryant to Stillman   | Willard Battery Co              | 6007 | 5601 NS   | 3/27/22  | 277                   |
| Second St.       | Bryant to South Park | Kohler Co.                      | 6282 | 5849 NS   | 4/ 9/23  | 330                   |
| Second St.       | Harrison to Bryant   | Ralph McLeran & Co              | 6356 | 5949 NS   | 6/18/23  | 663                   |
| Seventh St.      | Hubbell to Daggett   | S.P. Co.                        | 6707 | 6245 NS   | 5/19/24  | 583                   |
| Seventh St.      | Berry to Brannan     | S.P. Co.                        | 7342 | 6864 NS   | 11/23/25 | 1631                  |
| Sixteenth St.    | Arkansas             | A.T.&S.F. & S.P.Co.             | 1157 | 1024 NS   | 12/20/09 | 1190                  |
| Sixteenth St.    | Hubbell to Missouri  | Cal.Iron Yards<br>Corp          | 7994 | 7510 NS   | 4/18/27  | 656                   |
|                  |                      |                                 | T-83 |           |          |                       |

| NAME          | AGE | SEX | DATE | PLACE    | REMARKS |
|---------------|-----|-----|------|----------|---------|
| JOHN A. BROWN | 35  | M   | 1880 | NEW YORK | ...     |
| MARY A. BROWN | 32  | F   | 1880 | NEW YORK | ...     |
| JOHN B. BROWN | 30  | M   | 1880 | NEW YORK | ...     |
| MARY C. BROWN | 28  | F   | 1880 | NEW YORK | ...     |
| JOHN D. BROWN | 25  | M   | 1880 | NEW YORK | ...     |
| MARY E. BROWN | 22  | F   | 1880 | NEW YORK | ...     |
| JOHN F. BROWN | 20  | M   | 1880 | NEW YORK | ...     |
| MARY G. BROWN | 18  | F   | 1880 | NEW YORK | ...     |
| JOHN H. BROWN | 15  | M   | 1880 | NEW YORK | ...     |
| MARY I. BROWN | 12  | F   | 1880 | NEW YORK | ...     |
| JOHN J. BROWN | 10  | M   | 1880 | NEW YORK | ...     |
| MARY K. BROWN | 8   | F   | 1880 | NEW YORK | ...     |
| JOHN L. BROWN | 6   | M   | 1880 | NEW YORK | ...     |
| MARY M. BROWN | 4   | F   | 1880 | NEW YORK | ...     |
| JOHN N. BROWN | 2   | M   | 1880 | NEW YORK | ...     |
| MARY O. BROWN | 1   | F   | 1880 | NEW YORK | ...     |



## SPUR TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE, BUT TRACK NOT EXISTING

| STREET          | LOCATION              | GRANTEE                       | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|-----------------|-----------------------|-------------------------------|------|-----------|----------|-----------------------|
| Sixteenth St.   | Wisconsin to Arkansas | Pan-American Petroleum Co.    | 7012 | 6538 NS   | 3/ 9/25  | 311                   |
| Seventeenth St. | Mariposa to De Haro   | Fischbeck Soap Co.            | 5016 | 4659 NS   | 7/29/18  | 656                   |
| Spear St.       | Harrison to Folsom    | Western Fuel Co.              | 4327 | 3987 NS   | 11/27/16 | 1204                  |
| Spear St.       | Bryant St.            | A.T. & S.F.                   | 5386 | 5022 NS   | 12/22/19 | 1110                  |
| Townsend St.    | Bluxome - 4th to 6th  | S.P. Co.                      | 5191 | 4831 NS   | 4/21/19  | 281                   |
| Townsend St.    | 3d to 4th             | Ogden Packing & Provision Co. | 4383 | 4078 NS   | 2/26/17  | 228                   |
| Treat Ave.      | 16th & 17th Sts.      | S.P. Co.                      | 7461 | 6975 NS   | 2/ 8/26  | 200                   |
| Twelfth Ave.    | At Revera St.         | P.L. Burr                     | 6187 | 5766 NS   | 12/11/22 | 1041                  |
| Twelfth St.     | Howard to Mission     | J.R. Howell                   | 1937 | 1734 NS   | 12/27/11 | 975                   |
| Twelfth St.     | Mission St.           | Ocean Shore R.R.              | 5239 | 4877 NS   | 6/24/19  | 602                   |
| Twelfth St.     | Folsom to Harrison    | Hugo D.Newhouse               | 5304 | 4945      | 9/22/19  | 779                   |
| Twelfth St.     | Folsom to Harrison    | Joseph Lerer                  | 4987 | 4626      | 6/24/18  | 917                   |
| Twelfth St.     | Folsom to Harrison    | H.H. Helbush & Co.            | 6288 | 5902 NS   | 5/28/23  | 575                   |
| Twelfth St.     | Mission to Howard     | Dempster Estate Co.           | 6290 | 5904 NS   | 5/28/23  | 576                   |
| Twelfth St.     | Mission to Howard     | Ocean Shore R.R.              | 6291 | 5905 NS   | 5/28/23  | 577                   |
| Twenty-Fifth St | Tennessee to 3d       | A.T. & S.F.                   | 8289 | 7800 NS   | 11/21/27 | 2182                  |
| Utah St.        | 15th to Alameda       | Independent Oil Co            | 380  | 341 NS    | 1/ 6/08  | 12                    |
| Vallejo St.     | Front to Davis        | Mary E. Carter                | 4708 | 4363 NS   | 10/22/17 | 1314                  |





SPUR TRACK PERMITS GRANTED BY ORDINANCE AND IN FORCE, BUT TRACK NOT EXISTING

| STREET      | LOCATION               | GRANTEE                  | BILL | ORDINANCE | DATE     | PAGE<br>IN<br>JOURNAL |
|-------------|------------------------|--------------------------|------|-----------|----------|-----------------------|
| Vallejo St. | Sansome & Front        | Pac.Coast Biscuit        | 8879 | 8373 NS   | 4/ 4/29  | 415                   |
| Vallejo St. | Front to Davis         | Real Prop.Invest.<br>Co. | 1160 | 1026 NS   | 12/20/09 | 1192                  |
| Vermont St. | Alameda                | Utah Coal Sales Co.      | 4400 | 4056 NS   | 2/ 5/17  | 153                   |
| Vermont St. | Kansas to Rhode Island | Ocean Shore R.R.         | 2134 | 1913 NS   | 8/19/12  | 428                   |
|             |                        |                          |      |           |          | T-85                  |



TABLES

SPUR TRACK PERMITS

GRANTED BY DIRECTOR OF PUBLIC WORKS

WHICH ARE STILL IN FORCE

BUT TRACKS

DO NOT EXIST









TABLES

SPUR TRACK PERMITS  
PRIOR TO 1907 FOR WHICH  
THE DESCRIPTIONS ARE VERY  
VAGUE AND CAN NOT BE  
IDENTIFIED



SPUR TRACK PERMITS THAT CAN NOT BE IDENTIFIED

| STREET       | LOCATION                 | GRANTEE                       | ORDINANCE | DATE       | BOOK OF<br>FRANCHISE<br>PAGE |
|--------------|--------------------------|-------------------------------|-----------|------------|------------------------------|
| Arkansas St. | Hubbell to 7th           | Standard Oil Co.              | 163 NS    | 2/20/07    | 411                          |
| Arkansas St. | 18th to 19th - Wisconsin | W.P.R.R.                      | 256 NS    | 9/18/07    | 412                          |
| Berry St.    | 7th St. - west           | Harron, Rickard &<br>McCone   | 1569      | 7/17/05    | 407                          |
| Brannen St.  | Second St. - south       | M.J. Hawley                   | 217 NS    | 5/14/07    | 407                          |
| Chestnut St. | Montgomery               | Globe Grain & Mill<br>Company | 626       | 1/14/03    | 406                          |
| De Haro St.  | Alameda to Division      | Pacific Hardware Co           | 151 NS    | 2/ 8/07    | 409                          |
| Fifth St.    | Townsend St.             | Ferdinand Reis                | 646       | 2/ 6/03    | 410                          |
| Harrison St. | 17th to 18th             | City St. Imp't Co.            | 149 NS    | 2/ 8/07    | 404                          |
| Harrison St. | 17th to 18th             | City St. Imp't Co.            | 158       | 11/ 7/1900 | 404                          |
| Harrison St. | 16th St.                 | American Steel &<br>Wire Co.  | 512       | 6/ /02     | 403                          |
| Harrison St. | 16th St.                 | W.A. Schrock                  | 389       | 10/18/1901 | 411                          |
| Harrison St. | 18th to 19th             | Calif. Wire Cloth<br>Company  | 1254      | 7/18/04    | 404                          |
| Harrison St. | 19th to 20th             | Flora Jones                   | 1356      | 12/12/04   | 408                          |
| Hooper St.   | 6th St.                  | S.P. Co.                      | 1751      | 2/19/06    | 411                          |
| Indiana St.  | 20th to 22d              | A.T. & S.F.                   | 1575      | 7/31/05    | 403                          |
| T- 87        |                          |                               |           |            |                              |



SPUR TRACK PERMITS THAT CAN NOT BE IDENTIFIED

| STREET           | LOCATION                | GRANTEE                             | ORDINANCE | DATE    | BOOK OF FRANCHISES |      |
|------------------|-------------------------|-------------------------------------|-----------|---------|--------------------|------|
|                  |                         |                                     |           |         | PAGE               | PAGE |
| Indiana St.      |                         | Tubbs Cordage Co.                   | 1407      | 1/30/05 | 412                | 412  |
| Illinois St.     | 18th to 19th            | James Creighton                     | 1550      | 7/ 3/05 | 405                | 405  |
| Kansas St.       | Rhode Island to Alameda | National Ice Co.                    | 293       | 5/ 8/01 | 409                | 409  |
| King St.         | 3d to 4th               | McDonald Lumber Co.                 | 146 NS    | 2/ 8/07 | 408                | 408  |
| Minnesota St.    | 20th St.- south         | Santa Fe Land Improvement Co.       | 162 NS    | 2/20/07 | 411                | 411  |
| Potrero Ave.     | 22d St. - north         | Pacific Rolling Mills               | 8651      | 2/ 8/07 | 409                | 409  |
| Nineteenth St.   |                         | Pacific Vacuum Ice Co.              | 673       | 3/18/03 | 409                | 409  |
| Rhode Island St. | Mariposa to 17th        | Reinhardt Lumber & Planing Mill Co. | 218 NS    | 5/14/07 | 410                | 410  |
| Rhode Island St. | El Dorado to Division   | Sanitary Reduction Works            | 952       | 8/27/03 | 412                | 412  |
| Rhode Island St. | 16th to Division St.    | Transcontinental Freight            | 157 NS    | 2/20/07 | 407                | 407  |
| Seventh St.      | Berry St.               | Harron, Rickard Mc Conc             | 441 NS    | 2/ / 02 | 409                | 409  |
| Seventh St.      | Irwin St.               | Ida J. Moody                        | 442 NS    | 2/ 9/02 | 408                | 408  |
| Sixteenth St.    | De Haro & Rhode Island  | Monadnock Brick Co                  | 161 NS    | 2/20/07 |                    |      |
|                  |                         | T- 88                               |           |         |                    |      |

| No. | Date | Description     | Amount | Balance |
|-----|------|-----------------|--------|---------|
| 1   | 1891 | Balance forward |        |         |
| 2   | 1891 | To Cash         | 100.00 | 100.00  |
| 3   | 1891 | By Cash         | 50.00  | 50.00   |
| 4   | 1891 | To Cash         | 25.00  | 75.00   |
| 5   | 1891 | By Cash         | 10.00  | 65.00   |
| 6   | 1891 | To Cash         | 15.00  | 80.00   |
| 7   | 1891 | By Cash         | 5.00   | 75.00   |
| 8   | 1891 | To Cash         | 20.00  | 95.00   |
| 9   | 1891 | By Cash         | 10.00  | 85.00   |
| 10  | 1891 | To Cash         | 15.00  | 100.00  |
| 11  | 1891 | By Cash         | 5.00   | 95.00   |
| 12  | 1891 | To Cash         | 10.00  | 105.00  |
| 13  | 1891 | By Cash         | 5.00   | 100.00  |
| 14  | 1891 | To Cash         | 15.00  | 115.00  |
| 15  | 1891 | By Cash         | 10.00  | 105.00  |
| 16  | 1891 | To Cash         | 20.00  | 125.00  |
| 17  | 1891 | By Cash         | 15.00  | 110.00  |
| 18  | 1891 | To Cash         | 10.00  | 120.00  |
| 19  | 1891 | By Cash         | 5.00   | 115.00  |
| 20  | 1891 | To Cash         | 15.00  | 130.00  |
| 21  | 1891 | By Cash         | 10.00  | 120.00  |
| 22  | 1891 | To Cash         | 25.00  | 145.00  |
| 23  | 1891 | By Cash         | 15.00  | 130.00  |
| 24  | 1891 | To Cash         | 10.00  | 140.00  |
| 25  | 1891 | By Cash         | 5.00   | 135.00  |
| 26  | 1891 | To Cash         | 15.00  | 150.00  |
| 27  | 1891 | By Cash         | 10.00  | 140.00  |
| 28  | 1891 | To Cash         | 20.00  | 160.00  |
| 29  | 1891 | By Cash         | 15.00  | 145.00  |
| 30  | 1891 | To Cash         | 10.00  | 155.00  |
| 31  | 1891 | By Cash         | 5.00   | 150.00  |
| 32  | 1891 | To Cash         | 15.00  | 165.00  |
| 33  | 1891 | By Cash         | 10.00  | 155.00  |
| 34  | 1891 | To Cash         | 25.00  | 180.00  |
| 35  | 1891 | By Cash         | 15.00  | 165.00  |
| 36  | 1891 | To Cash         | 10.00  | 175.00  |
| 37  | 1891 | By Cash         | 5.00   | 170.00  |
| 38  | 1891 | To Cash         | 15.00  | 185.00  |
| 39  | 1891 | By Cash         | 10.00  | 175.00  |
| 40  | 1891 | To Cash         | 20.00  | 195.00  |
| 41  | 1891 | By Cash         | 15.00  | 180.00  |
| 42  | 1891 | To Cash         | 10.00  | 190.00  |
| 43  | 1891 | By Cash         | 5.00   | 185.00  |
| 44  | 1891 | To Cash         | 15.00  | 200.00  |
| 45  | 1891 | By Cash         | 10.00  | 190.00  |
| 46  | 1891 | To Cash         | 25.00  | 215.00  |
| 47  | 1891 | By Cash         | 15.00  | 200.00  |
| 48  | 1891 | To Cash         | 10.00  | 210.00  |
| 49  | 1891 | By Cash         | 5.00   | 205.00  |
| 50  | 1891 | To Cash         | 15.00  | 220.00  |
| 51  | 1891 | By Cash         | 10.00  | 210.00  |
| 52  | 1891 | To Cash         | 20.00  | 230.00  |
| 53  | 1891 | By Cash         | 15.00  | 215.00  |
| 54  | 1891 | To Cash         | 10.00  | 225.00  |
| 55  | 1891 | By Cash         | 5.00   | 220.00  |
| 56  | 1891 | To Cash         | 15.00  | 235.00  |
| 57  | 1891 | By Cash         | 10.00  | 225.00  |
| 58  | 1891 | To Cash         | 25.00  | 250.00  |
| 59  | 1891 | By Cash         | 15.00  | 235.00  |
| 60  | 1891 | To Cash         | 10.00  | 245.00  |
| 61  | 1891 | By Cash         | 5.00   | 240.00  |
| 62  | 1891 | To Cash         | 15.00  | 255.00  |
| 63  | 1891 | By Cash         | 10.00  | 245.00  |
| 64  | 1891 | To Cash         | 20.00  | 265.00  |
| 65  | 1891 | By Cash         | 15.00  | 250.00  |
| 66  | 1891 | To Cash         | 10.00  | 260.00  |
| 67  | 1891 | By Cash         | 5.00   | 255.00  |
| 68  | 1891 | To Cash         | 15.00  | 270.00  |
| 69  | 1891 | By Cash         | 10.00  | 260.00  |
| 70  | 1891 | To Cash         | 25.00  | 285.00  |
| 71  | 1891 | By Cash         | 15.00  | 270.00  |
| 72  | 1891 | To Cash         | 10.00  | 280.00  |
| 73  | 1891 | By Cash         | 5.00   | 275.00  |
| 74  | 1891 | To Cash         | 15.00  | 290.00  |
| 75  | 1891 | By Cash         | 10.00  | 280.00  |
| 76  | 1891 | To Cash         | 20.00  | 300.00  |
| 77  | 1891 | By Cash         | 15.00  | 285.00  |
| 78  | 1891 | To Cash         | 10.00  | 295.00  |
| 79  | 1891 | By Cash         | 5.00   | 290.00  |
| 80  | 1891 | To Cash         | 15.00  | 305.00  |
| 81  | 1891 | By Cash         | 10.00  | 295.00  |
| 82  | 1891 | To Cash         | 25.00  | 320.00  |
| 83  | 1891 | By Cash         | 15.00  | 305.00  |
| 84  | 1891 | To Cash         | 10.00  | 315.00  |
| 85  | 1891 | By Cash         | 5.00   | 310.00  |
| 86  | 1891 | To Cash         | 15.00  | 325.00  |
| 87  | 1891 | By Cash         | 10.00  | 315.00  |
| 88  | 1891 | To Cash         | 20.00  | 335.00  |
| 89  | 1891 | By Cash         | 15.00  | 320.00  |
| 90  | 1891 | To Cash         | 10.00  | 330.00  |
| 91  | 1891 | By Cash         | 5.00   | 325.00  |
| 92  | 1891 | To Cash         | 15.00  | 340.00  |
| 93  | 1891 | By Cash         | 10.00  | 330.00  |
| 94  | 1891 | To Cash         | 25.00  | 355.00  |
| 95  | 1891 | By Cash         | 15.00  | 340.00  |
| 96  | 1891 | To Cash         | 10.00  | 350.00  |
| 97  | 1891 | By Cash         | 5.00   | 345.00  |
| 98  | 1891 | To Cash         | 15.00  | 360.00  |
| 99  | 1891 | By Cash         | 10.00  | 350.00  |
| 100 | 1891 | To Cash         | 20.00  | 370.00  |

SPUR TRACK PERMITS THAT CAN NOT BE IDENTIFIED

| STREET               | LOCATION              | GRANTEE                  | ORDINANCE | DATE     | BOOK OF<br>FRANCHISE<br>PAGE      |
|----------------------|-----------------------|--------------------------|-----------|----------|-----------------------------------|
| Sixteenth St.        | 17th St. Intersection | Union Oil Co.            | 1192      | 5/ 2/04  | 412                               |
| Sixteenth St.        | Harrison St.          | Pattosion & Co.          | 476       | 4/25/02  | 410                               |
| Sixteenth St.        | Mississippi to Texas  | Reel Estate Dev.Co       | 287       | 5/ 2/01  | 410                               |
| Sixteenth St.        | De Haro to Carolina   | Hampton McDorlde         | 175 NS    | 3/ 4/07  | 406                               |
| Townsend St.         | Clarence              | S.F.Gas & Electric       | 19 NS     | 6/ 9/06  | 411                               |
| Townsend St.         | Collin P. Kelly Jr.   | C. Callahan              | 1505      | 5/29/05  | 404                               |
| Townsend St.         | 3d St.                | Cordes Furniture         | 961       | 9/ 2/03  | 405                               |
| Townsend St.         | 7th to 8th            | J.D. McGilvray           | 1117      | 2/ 1/04  | 408                               |
| Fourth St.           | 3d St.                | A.T. & S.F.              | 1286      | 9/19/04  | 403                               |
| Eighth St.           | Hooper to Irwin       | D. McPhee                | 1519      | 1/12/05  | 408                               |
| No Description       | -                     | Raymond Granite<br>Co.   | 1161      | 3/18/04  | 410                               |
| No Description       | S.P. Co. Tracks       | Haslett Warehouse<br>Co. | 1162      | 3/21/04  | 407                               |
| City & County of S.F |                       | W.P.R.R.                 | 983 NS    | 12/ 6/09 | Journal<br>Proc.<br>1079<br>412 F |
|                      |                       | T-89                     |           |          |                                   |







HARRISON ST.- NORTH OF 16TH ST.



CROSSING - HARRISON & 16TH ST.



HARRISON & 20TH ST.





RAILS LEFT IN AT GUERRERO & 26TH STS.  
RAILS IN RIGHT OF WAY HAVE BEEN REMOVED



FLORIDA ST. NEAR 15TH ST.  
GOOD CONDITION - S.P. CO.



9TH ST. BET. BRYANT & HARRISON STS.  
GOOD CONDITION - W.P.R.R.



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OF THE  
City and County of  
**SAN FRANCISCO**

PREPARED BY THE  
DEPARTMENT OF PUBLIC WORKS

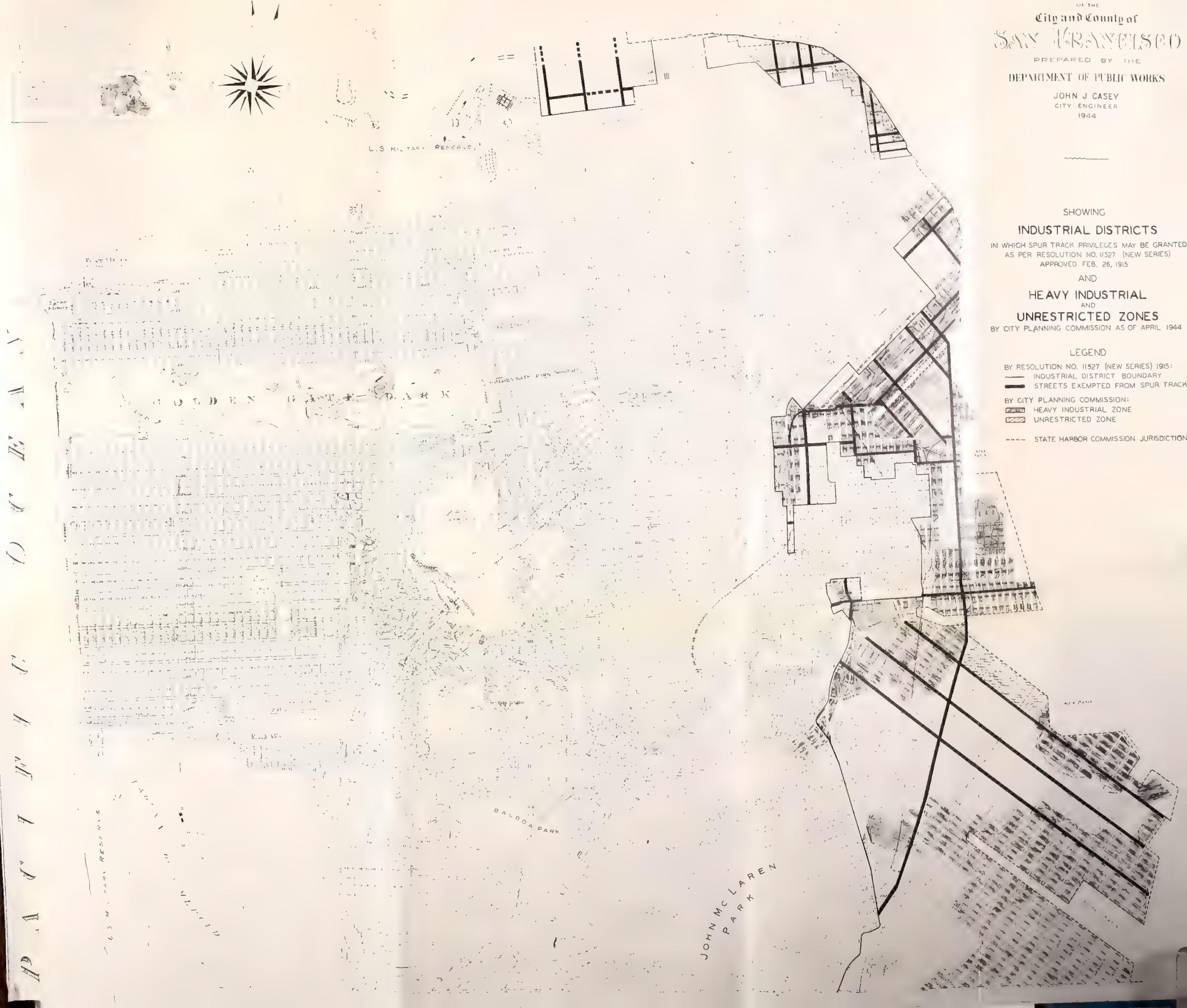
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CITY ENGINEER  
1944

SHOWING  
**INDUSTRIAL DISTRICTS**  
IN WHICH SPUR TRACK PRIVILEGES MAY BE GRANTED  
AS PER RESOLUTION NO. 11527 (NEW SERIES)  
APPROVED FEB. 26, 1915

AND  
**HEAVY INDUSTRIAL  
AND  
UNRESTRICTED ZONES**  
BY CITY PLANNING COMMISSION AS OF APRIL 1944

LEGEND

- BY RESOLUTION NO. 11527 (NEW SERIES) 1915:  
— INDUSTRIAL DISTRICT BOUNDARY  
— STREETS EXEMPTED FROM SPUR TRACK  
BY CITY PLANNING COMMISSION:  
[Pattern] HEAVY INDUSTRIAL ZONE  
[Pattern] UNRESTRICTED ZONE  
--- STATE HARBOR COMMISSION JURISDICTION





CITY AND COUNTY OF SAN FRANCISCO

FRANCHISES AND PERMITS

STEAM RAILROADS

VOL. II-A

DOCUMENTS DEPT.

APR 30 1980

INDEX

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TO ACCOMPANY DRAWINGS A-17,786 TO A-17,786.22

Prepared by

**RALPH G. WADSWORTH**  
CITY ENGINEER

Approved by

**H. C. VENSANO**  
DIRECTOR, DEPARTMENT OF PUBLIC WORKS

Submitted to

**T. A. BROOKS**  
CHIEF ADMINISTRATIVE OFFICER

June, 1946





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ASTOR LENOX AND TILDEN FOUNDATIONS

STEAM RAILWAYS

Vol. II

THE

ACCOMMODATION OF PASSENGERS AND FREIGHT

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JOHN A. HARRINGTON

THE  
BUREAU OF PUBLIC WORKS

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T. A. BROWN

## INTRODUCTION

This volume and the accompanying file of 23 maps supplements and completes Volume II of the "Report of the Obligations as to the Use of Streets Under Franchises and Permits," which was submitted as of December 31, 1943.

The 1943 report was prepared pursuant to Ordinance 1892 (Series of 1939) which was passed by the Board of Supervisors on December 7, 1942, and approved by the Mayor on December 15, 1942. Reports on a quarterly basis were called for originally but an annual basis was later authorized by Ordinance 2730 (Series of 1939) approved May 24, 1944.

Volume II applied solely to steam railroads. It reviewed the procedures followed in granting permits and franchises to the railroad companies and contained the following information:

"(1) Laws of the State of California and City of San Francisco pertaining to steam railroad franchises and permits.

"(2) Ordinances of the City granting franchises to the railroad companies.

"(3) Lists of special obligations of the several companies.

"(4) Table showing existing spurs by streets alphabetically arranged, name of grantee, ordinance, order, or resolution and date governing, obligations by symbols, by whom the track is maintained and the area of pavement and/or sidewalk to be reconstructed to fulfill the obligation of the grantee with respect to pavements and sidewalks.

"(5) Table showing permits granted for spurs which do not exist at the present time. All the data which have been found from examining the records, are incorporated in the table."

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This volume (Volume II-A) consists principally of an index to all mainline and spur tracks which were in existence as of June 30, 1946. In the index, the "track nos." refer to the numbers which appear on the maps to designate each of the numerous tracks. For each track, the index gives the name of the grantee, the ordinance or order granting the permit, the date of issuance, and the page of the official records where a complete copy of the permit may be found. In addition, the index contains under the "Remarks" column certain information of a general nature.

The index and maps supplement and bring up to date particularly the tabular information contained on pages T-1 to T-78 inclusive of Volume II and is somewhat more accurate than the information therein contained since it is based on field surveys made since the date of the original report. Nevertheless, the original material contained on the pages mentioned will continue to have considerable value in that it gives information as to the obligations accruing to the grantee, the party responsible for maintenance and, in some instances, the type of pavement within the track area.





June 1946

FRANCHISES AND PERMITS

STEAM RAILROADS

CITY AND COUNTY OF SAN FRANCISCO

To accompany Bureau of Engineering Drawings A-17,786  
to A-17,786.22 inclusive

Prior to the taking effect of the Charter of January 8, 1900, all franchises granted within the City and County of San Francisco were granted under the so called Consolidation Act and in the manner provided by the general laws of the State of California.

From 1864 to 1895, permission to use the streets of the City and County of San Francisco was granted for the corporate existence of the various corporations to which the permits were issued. The original franchises to the Southern Pacific Company and its predecessors in name, and to the Atchison, Topeka and Santa Fe Railway Company (now commonly called the Santa Fe) and its predecessors in name, were granted prior to the Charter of 1900.

From January 8, 1900 to January 7, 1932, the Charter of 1900 governs. Section 3 - . . . All permits granted under the provisions hereof shall be revocable at the pleasure of the Board of Supervisors. All spur or side tracks laid down and in use on the first day of July, 1907, shall be deemed to have been laid down and to be in use by permission of the Board of Supervisors, subject to the provisions of this section. (As amended November 5, 1907; approved by the Legislature November

ARTICLE IV

Section 1. The Board of Directors shall have the right to make and alter the bylaws of the corporation.

Section 2. The Board of Directors shall have the right to elect and remove the officers and directors of the corporation.

Section 3. The Board of Directors shall have the right to make and alter the rules and regulations of the corporation.

Section 4. The Board of Directors shall have the right to make and alter the contracts of the corporation.

Section 5. The Board of Directors shall have the right to make and alter the financial statements of the corporation.

Section 6. The Board of Directors shall have the right to make and alter the corporate seal of the corporation.

23, 1907. Statutes of Special Session, 1907, p.55). The franchises to the now defunct Ocean Shore Railway Company and the Western Pacific Railway Company were granted during this period.

The Charter of 1932 became effective January 8, 1932, and still is the basic law. -- Section 114-Spur Tracks. The Board of Supervisors shall refer all requests for spur track permits to the Director of Public Works who shall grant such permits in all cases where the spur track is to be located within a heavy industrial zone as classified by the City Planning Commission, provided that such spur track be so constructed and operated as not to establish an unreasonable interference with the public use of the streets affected. The Board of Supervisors shall refer all other requests for spur track permits to the Director of Public Works for report thereon, which shall be submitted by him within ten days after such reference, and shall not grant permission to lay any spur track until a report thereon shall have been received from said Director, to the effect that such construction and operation will not create an unreasonable interference with the public use of the streets affected.

The following notations are used in this index:

Track No. is the number to identify same on the drawing.

Grantee is the person or firm to whom the permit or franchise is granted.

Bill-Ordin. is the bill and ordinance number of the Board of Supervisors.

B.of S. Res. is the resolution number of the Board of Supervisors.

B.P.W. Res. is the resolution number of the Department of Public Works.



D.P.W. Order is the order number of the Director of Public Works.

Date is the date approved by the Mayor for Ordinances of the Board of Supervisors or the date passed by the Department of Public Works or by the Director of Public Works.

No Record is that no information was available except that the track existed.

1907 Charter is that no information as to ordinance permitting same was available, but it was known that the track existed previous to July, 1907, and so became a legal track in accordance with Section 3 of the Charter of 1900.

Prior Rights is that track is legal as existing under franchise granted for the corporate life of the company.

J.P.p. refers to page of the Journal of Proceedings of the Board of Supervisors for the year in which the ordinance was approved.

P.W.     )  
B.P.W. ) refers to volume of proceedings of the Board of Public Works

B.F.p.     refers to the Book of Franchises published by the Board of Supervisors in 1910.



FRANCHISES AND PERMITS - STEAM RAILROADS  
(To accompany Drawing A-17,786 - A-17,786.22)

June 1946

| Track No. | Grantee  | Granted by Bill                 | Ordin.        | Date               | Remarks   | Ref.                          |
|-----------|--|---------------------------------|---------------|--------------------|---|-------------------------------|
| 1         | U. S. Government                               | 7980                            | 7531          | 5/14/27            | See also Art. I, Chap. I, Sect. 8 of Charter of 1900  | JP p 735                      |
| 2         | Pac. Gas & Elec. Co.                           | No record                       |               |                    | Res. 14081 of 3/5/17 directed Clerk to prepare permit | JP p 272                      |
| 3         |  | No record                       |               |                    | Belt Line to Fort Mason                               |                               |
| 4         |  |                                 |               |                    | Jurisdiction State Harbor Board                       |                               |
| 5         |  |                                 |               |                    | " " " "   |                               |
| 6         |  |                                 |               |                    | " " " "   |                               |
| 7         | Cal. Fruit Cannery assoc.<br>Cal. Packing Corp | 3127<br>BPWRes 73613<br>B. of S | 2847<br>73613 | 7/29/14<br>6/19/22 | Permit to construct depressed track                   | JP p 828<br>BPW I-25          |
| 8         | Standard Oil Co.                               | 6232                            | 5802          | 9/25/22            | " " " "   | JP p 782                      |
| 9         | Comm.Center Realty Co.                         | 7214                            | 6737          | 1/25/23            | " " " "   | JP p 81                       |
| 10        | Southern Pacific Co.                           | 280<br>6231                     | 255<br>5801   | 9/18/07<br>1/22/23 | Relocated under 5801                                  | JP p 1160<br>Files<br>JP p 79 |
| 11        | D. Ghirardelli                                 |                                 | 318           | 12/11/07           |   | BF p 406                      |
| 12        | C.B.Valente                                    | 2307                            | 2078          | 11/4/12            | 68'9" extension to Piedmont Wine Company - Track 13   | JP p 997                      |
| 13        | Piedmont Wine Co.                              | 2212                            | 1985          | 8/21/12            | Extended under 2078 -see Track 12                     | JP p 682                      |





| Track No. | Grantee                                     | Granted by Bill Ordin. | Date                          | Remarks  | Ref.                  |
|-----------|---|------------------------|-------------------------------|--|-----------------------|
| 14        | Cal. Fruit Cannery Assoc.                   | 826                    | 717 4/5/09                    |  | JP p 294              |
| 15        | U.S. War Department                         | DPW Order 17,912       | 5/18/42                       |  | PW 209-212            |
| 16        |   |                        |                               | Jurisdiction State Harbor Board  |                       |
| 17        |   |                        |                               | " " "  |                       |
| 18        | Cal. Lumber & Mill Co.                      | 345                    | 8/15/01                       | No connection  | BF p 404              |
| 19        |   | No record              |                               |  |                       |
| 20        | Southern Pacific Co.                        | 7506                   | 7023 3/8/26                   | 5 tracks crossing Jones St.  | JP p 382              |
| 21        | Southern Pacific Co.                        | 6231                   | 5801 1/23/23                  | West of Taylor St. originally constructed under Bill 280 Ordinance 255 of 9/18/07 - East of Taylor St originally Belt Line | JP p 79               |
| 22        | P.C. Rossi Southern Pacific Co.             | 6231                   | 301 12/6/07<br>5801 1/23/23   |  | BF p 410<br>JP p 79   |
| 23        | Musto Sons-Keegan Co Southern Pacific Co    | 6231                   | 320 12/11/07<br>5801 1/23/23  |  | BF p 409<br>JP p 79   |
| 24        | G.F. Terschuren, et al Southern Pacific Co. | 4163 6534              | 3827 7/20/16<br>6091 12/19/23 |  | JP p 761<br>JP p 1316 |
| 25        | G.F. Terschuren, et al                      | 4163                   | 3827 7/20/16                  |  | JP p 761              |
| 26        | Pacific Cereal Assoc.                       |                        | 1701 12/26/05                 |  | BF p 409              |
| 27        | San Francisco Iron & Metal Co               | 746                    | 644 12/29/08                  |  | JP p 1112             |



| Track No. | Grantee   | Granted by Bill Ordin.                  | Date                           | Remarks  | Ref.                  |
|-----------|---|---|--------------------------------|--|-----------------------|
| 27        | S.F. Iron & Metal Co.<br>Am. Trading Co.<br>" " " | 4791 4443<br>5192 4832<br>5492 5125     | 12/27/17<br>4/23/19<br>4/20/20 | B.P.W. Res 65857 of 4/23/20<br>permit to constr. | JP p 1523<br>JP p 282 |
|           | Southern Pacific Co.<br>U.S. War Department       | 6231 5801<br>BPW Order<br>17912         | 1/23/23<br>5/13/42             | Supersedes all of above                          | JP p 299<br>JP p 79   |
| 28        | American Steel & Wire Co                          | 246                                     | 3/16/01                        |  | BF p 403              |
| 29        |   | No record                               |                                |  |                       |
| 30        | Am. Cream of Tartar Co.<br>Am. Steel & Wire Co    | Order 278<br>246                        | 1/15/00<br>3/16/01             |  | BF p 402<br>BF p 403  |
| 31        | McNab & Smith                                     | 3076 2803                               | 7/15/14                        |  | JP p 670              |
| 32        |   |   |                                | Jurisdiction State Harbor Board                  |                       |
| 33        | Warehouse Investment Co                           | 6610 6173                               | 3/6/24                         |  | JP p 237              |
| 34        | Bauer-Schweitzer Hop &<br>Malt Co.                | 364 12.2013<br>828 12.2017<br>DPW Order | 5/24/34<br>12/17/35            | Amended by 12.2017                               | JP p 595<br>JP p 1674 |
| 35        | Harbor Warehouse                                  | 271 147                                 | 5/11/34<br>2/8/07              | Portion in Heavy Industrial                      | BF p 407              |
| 36        | Hendy Machine Works                               | 117                                     | 7/17/00                        | Part not in use                                  | BF p 407              |
| 37        | A.T. & S.F. Ry Co                                 | 9418 8923                               | 2/3/31                         |  | JP p 203              |
| 38        | Globe Grain & Milling Co<br>A.T. & S.F. Ry. Co.   | 674 8923<br>9418                        | 3/18/03<br>2/3/31              | Part relocated under 8923                        | BF p 406<br>JP p 203  |



| Track No. | Grantee                              | Bill         | Granted by Ordin. | Date                | Remarks   | Ref.                  |
|-----------|--------------------------------------|--------------|-------------------|---------------------|---|-----------------------|
| 39        | Bd. of State Harbor Comm             |              | 243               | 3/1/01              |   | BF p 404              |
| 40        | Nat'l Paper & Prod. Co.              | 4535         | 4190              | 5/17/17             | Supersedes part of 150 of 2/8/07 Track 41   | JP p 587              |
| 41        | Globe Grain & Milling Co             |              | 150               | 2/8/07              | BPW Res. 1213 of 2/23/07 permit to open street. Part superseded by 4190 of 5/17/17 --Track 40 | BF p 406              |
| 42        | Globe Grain & Milling Co             | 6506         | 6065              | 11/27/23            |   | JP p 1245             |
| 43        | Milos M. Gopcevic<br>" "             | 2020<br>2020 | 1806<br>1813      | 2/23/12<br>3/4/12   | Identical to 1806   | JP p 151<br>JP p 167  |
| 44        | Merchants Ice & Cold Stor<br>" "     | 7011<br>3063 | 6537<br>2913      | 3/11/25<br>9/22/44  | Repealed by 2913<br>Permit to construct 2 tracks  | JP p 310<br>JP p 2013 |
| 45        | " "                                  | "            | 304               | 5/24/01             |   | BF p 408              |
| 46        | Del Monte Milling Co.                |              | 104               | 11/20/06            |   | BF p 405              |
| 47        | City Warehouse Co                    |              | 206               | 1/7/01              |   | BF p 405              |
| 48        | Merchants Ice & Cold Stor            | DPW Order    |                   |                     |   |                       |
| 48A       | " "                                  | " 4207       | 18722<br>3948     | 10/23/42<br>7/30/46 |   |                       |
| 49        | Italian Swiss Colony<br>I. L. Borden | 8503         | 693<br>8011       | 4/8/03<br>5/4/28    | (8011 repeals any part that conflicts)  | BF p 407<br>JP 716    |
| 50        | Italian Swiss Colony                 |              | 693               | 4/8/03              |   | BF p 407              |
| 51        | Haslett Warehouse                    | 634          | 551               | 9/21/08             |   | JP p 808              |
| 52        | Guggenheim & Co                      | 963          | 840               | 7/27/09             |   | JP p 717              |
| 53        | P. W. Riordan                        |              | 406               | 11/25/01            |   | BF p 410              |

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| Track No. | Grantee                  | Granted by Bill Ordin. | Date     | Remarks                                       | Ref.       |
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| 54        | Sperry Flour Co          | 3559                   | 5/3/15   |   | JP p 483   |
| 55        | Nat'l Ice & Cold Stor Co | 2749                   | 11/5/13  |   | JP p 1140  |
| 56        | Am Milling Co            | 461                    | 3/ /02   |   | BF p 403   |
| 57        |                          |                        |          | Jurisdiction State Harbor Bd                  |            |
| 58        | Cowell Lime Co           | 1245                   | 7/25/04  |   | BF p 405   |
| 59        | W.P.Fuller & Co          | 1651                   | 10/30/05 |   | BF p 406   |
| 60        | Bemis Bros               | 292                    | 10/16/07 |   | BF p 403   |
|           |                          | DPW Order 4233         | 6/19/36  | Relocation of part                            |            |
| 61        |                          |                        |          | Jurisdiction State Harbor Bd                  |            |
| 62        | C. A. Hutton Flour Co    | 1892                   | 10/9/11  |   | JP p 820   |
| 63        | Tillman & Bendel         | 197                    | 4/2/07   |   | BF p 412   |
| 64        |                          |                        |          | Jurisdiction of State Harbor Bd               |            |
| 65        | Pac Coast Biscuit Co     | 8879                   | 3/15/29  | Repealed by Ord. 8430                         | JP p 415   |
|           | " "                      | 8918                   | 5/10/29  |   | JP p 796   |
| 66        | Petri Cigar Co.          | DPW Order 8586         | 7/1/38   | Rescinded by WO 8970 & 8971                   | #197 p 788 |
|           |                          | 8971                   | 9/14/38  |   | #198 p 292 |
| 67        | The Laurie Co            | DPW Order 8956         | 9/14/38  |   | #198 p 276 |
| 68        | Crocker Investment Co    | 4348                   | 12/14/16 | part removed, new track laid under DFW - 8956 | JP p 1242  |



| Track No. | Grantee  | Granted by Bill Ord. | Date                            | Remarks                         | Ref.                               |
|-----------|--|----------------------|---------------------------------|---------------------------------|------------------------------------|
|           | The Laurie Co.   | DPW Order 8956       | 9/14/38                         |                                 | #198 p 276                         |
| 69        | S.P.Co.  | 1844                 | 8/15/11                         | Covers three tracks only        | JP p 657                           |
| 70        |  |                      |                                 | Jurisdiction of State Harbor Bd |                                    |
| 71        |  |                      |                                 | " " " "                         | "                                  |
| 72        |  |                      |                                 | " " " "                         | "                                  |
| 73        | Board of Harbor Comm                                   | 362                  | 9/24/01                         | Nine tracks                     | BF p 404                           |
| 74        | Virginia Vanderbilt                                    | 492                  | 5/12/08                         |                                 | JP p 314                           |
| 75        | Jacob Dold Packing Co                                  | 4593                 | 7/5/17                          | See BPW Res 68041 12/22/20      | JP p 885                           |
| 76        | Virginia Vanderbilt                                    | 3926                 | 2/2/16                          | Extended Track 74               | JP p 126                           |
| 77        | Swift & Co<br>Real Prop. Invest. Co.<br>Frapoli Estate | 1259<br>1161<br>3337 | 3/23/10<br>12/29/09<br>12/15/14 | See also Ord. Nos. 1027 & 3047  | JP p 303<br>JP p 1192<br>JP p 1401 |
| 78        | Board of Harbor Comm.                                  | 726                  | 5/21/03                         |                                 | BF 404                             |
| 79        | J. H. Neubauer & Co.                                   | 395                  | 1/29/08                         |                                 | JP p 38                            |
| 80        | Estate of Micheletti                                   | 4569                 | 6/28/17                         |                                 | JP p 829                           |
| 81        | Morris & Co  | 827                  | 4/5/09                          |                                 | JP p 294                           |
| 82        |  |                      |                                 | Jurisdiction of State Harbor Bd |                                    |
| 83        | Great Western Smelting & Refining Co.                  | 6574                 | 2/1/24                          |                                 | JP 95                              |
| 84        | A. T. & S. F. Ry. Co.                                  | 6507                 | 11/27/23                        | 2 tracks                        | JP 1245                            |



| Track No. | Grantee                               | Granted by Bill Ordin.                    | Date                           | Remarks   | Ref.               |
|-----------|---------------------------------------|---|--------------------------------|---|--------------------|
| 85        | Wm. Cluff Co                          | 3864 3539                                 | 12/14/15                       | Extension of 40 ft. to Track 86 JP 1406                           |                    |
| 86        | Orville C. Pratt et al                | 3219 2934<br>5386 5022<br>DPW Order 24337 | 9/30/14<br>12/26/19<br>6/19/46 | (See 5022 - Relocation S. of Harrison)<br>Changes switching hours | JP 1057<br>JP 1110 |
| 87        | A.T. & S.F. Ry. Co.                   | 3962 3633                                 | 2/29/16                        |   | JP 212             |
| 88        | A.T. & S.F. Ry. Co.                   | DPW Order 4855                            | 10/7/36                        | 55' Ext. of Track 89  | #193 p 252         |
| 89        | S.F. Warehouse Co.                    | 4134 3800                                 | 6/27/16                        | Extends Track 90 to 137.5 N. of Folsom                            | JP 669             |
| 90        | Great Western Smelting & Refining Co. | 4133 3799                                 | 6/27/16                        |   | JP 668             |
| 91        | A.T. & S.F. Ry. Co.                   | 6943 6469                                 | 1/6/25                         |   | JP 32              |
| 92        | A.T. & S.F. Ry. Co.                   | DPW Order 19066                           | 1/20/43                        |   |                    |
| 93        | A.T. & S.F. Ry. Co.                   | 4833 4485<br>5386 5022                    | 2/5/18<br>12/26/19             |   | JP 107<br>JP 1110  |
| 94        | A.T. & S.F. Ry. Co.                   | DPW Order 5820                            | 3/19/37                        | Jurisdiction of State Harbor Bd. Relocation of part               |                    |
| 95        | A.T. & S.F. Ry. Co.                   | DPW Order 23127                           | 11/14/45                       | Formerly Ordin. 159.230 & 296 See DPW 5820 of 3/19/37             |                    |
| 96        | A.T. & S.F. Ry. Co.                   | DPW Order 23127                           | 11/14/45                       | Formerly Ordin 159.230 & 296                                      |                    |
| 97        | U.S. Marine Corps                     | DPW Order 16841                           | 10/24/41                       |   | PW 207-541         |
| 98        |                                       |   |                                | Jurisdiction State Harbor Board                                   |                    |

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| Track No | Grantee                     | Granted by Bill Ordln. | Date                      | Remarks   | Ref.                  |
|----------|-----------------------------|------------------------|---------------------------|---|-----------------------|
| 99       | S. P. Co.                   | DPW Order 22492        | 6/15/45                   |   | JP p 1403             |
| 100      | S. P. Co.                   | 8114 7626              | 8/4/27                    |   | PW 209-192            |
| 101      | U.S. Marine Corps           | DPW Order 17894        | 5/6/42                    |   | JP p 263              |
| 102      | Coffin Redington Corp       | 1239 12.2020           | 2/9/37                    |   | JP p 1040             |
| 103      | Geo. W. Lamb                | 6185 5764              | 12/13/22                  |   | JP p 1520             |
| 104      | Farnsworth & Ruggles        | 9272 8779              | 6/20/30                   | Extension of Track #105   | JP p 665              |
| 105      | Farnsworth & Ruggles        | 7573 7087              | 5/14/26                   | Extended by Track #104  |                       |
| 106      |                             |                        |                           |   |                       |
| 107      | W.P.R.R. Co.                | DPW Order 18570        | 9/18/42                   |   |                       |
| 108      |                             | No record              |                           |   |                       |
| 109      | Patterson Pac.ParchmentCo   | 1733 1699              | 7/15/42                   |   | JP p 1637             |
| 110      |                             |                        |                           |   |                       |
| 111      | A. Schilling & Co.          | 6643 6194              | 4/7/24                    | 9' extension of Track #112  | JP p 342              |
| 112      | A. Schilling & Co.          | 4349 4007              | 12/14/16                  | Extended 9' by Track #111   | JP p 1243             |
| 113      | Jacob Z. Davis Estate Co    | 4554 307               | 5/31/17<br>12.2009 7/6/33 | Amended by 12.2009 Switching hours                                  | JP p 710<br>JP p 1320 |
| 114      | Bruce Cornwall              | 4152 3817              | 7/11/16                   |   | JP p 685              |
| 115      | Bruce Cornwall<br>John Finn | 4152 3817<br>4402 4058 | 7/11/16<br>2/16/17        | Apparently for joint usage from Harrison St. - 137'6" northwesterly | JP p 685<br>JP p 153  |



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| Track No. | Grantee   | Bill                | Granted by Ordin.       | Date                           | Remarks   | Ref.                               |
|-----------|---|---------------------|-------------------------|--------------------------------|---|------------------------------------|
| 116       | A. Schilling & Co.<br>Protestant Episcopal<br>Bishop of Calif. et al<br>" " " " | 4349<br>4429<br>306 | 4007<br>4086<br>12.2008 | 12/14/16<br>2/28/17<br>7/16/33 | Apparently for Joint usage<br>Amended by 12.2008  | JP p 1243<br>JP p 248<br>JP p 1319 |
| 117       | Schmidt Litho & Label Co<br>" " "   | 4099<br>303         | 3766<br>12.2005         | 6/16/16<br>7/6/33              | Amended by 12.2005<br>Switching hours   | JP p 598<br>JP p 1319              |
| 118       | Nat Raphael   | 2290                | 2058                    | 10/21/12                       |   | JP p 954                           |
| 119       | Nat Raphael<br>Palmolive Co.  | 2290<br>6425        | 2058<br>5985            | 10/21/12<br>9/1/23             | Apparently for joint usage  | JP p 954<br>JP p 927               |
| 120       | Maria Josefa Gebrian  | 3882                | 3555                    | 12/30/15                       |   | JP p 1460                          |
| 121       | Los Angeles Soap Co   | 6135                | 5715                    | 10/21/22                       |   | JP p 829                           |
| 122       | Kohler Co   | 6282                | 5849                    | 4/16/23                        |   | JP p 330                           |
| 123       | Blinn Estate Co   | 1775                | 1587                    | 6/13/11                        | See P.W. Res 11220 SS of 5/10/11  | JP p 468                           |
| 124       | Vermont Marble Co   |                     | 141                     | 1/28/07                        |   | BF p 412                           |
| 125       | M. J. Hawley  | 731                 | 632                     | 12/14/08                       |   | JP p 1074                          |
| 126       | Walkup Drayage & Whse Co<br>" " "   | 1548<br>1763        | 12.2022<br>12.2024      | 4/5/38<br>11//38               | Amended by 12.2024  | JP p 439<br>JP p 1950              |
| 127       | W. R. Ballinger & Son<br>John A. Roebling & Sons<br>of California               | 9303<br>DPW Order   | 8810<br>8268            | 7/17/30                        | Amended by Ord. 9904-12/20/30<br>but pertains to Track 130 only<br>Realigns northwesterly 43.46<br>ft. of track | JP p 1782                          |
| 128       | W. R. Ballinger & Son   | 9303                | 8810                    | 7/17/30                        | Amended by 8904 of 12/20/30<br>pertains to Track #130 only  | JP p 1782                          |



| Track No. | Grantee                      | Granted by Bill Ordin. | Date               | Remarks   | Ref.                   |
|-----------|------------------------------|------------------------|--------------------|---|------------------------|
| 129       | Gec. W. Caswell Co.          | 1607                   | 3/25/42            |   | JP p 425               |
| 130       | W. R. Ballinger & Son        | 9399                   | 12/20/30           | 8904 is an amendment to 8810 of 7/17/30 but pertains to this track only | JP p 2743              |
| 131       | Howard Realty Co<br>"        | 6608<br>3469           | 3/6/24<br>5/25/45  | Repealed by 3284  | JP p 236<br>JP p 967   |
| 132       | S. P. Co                     | 6669                   | 4/5/24             |   | JP p 436               |
| 133       | R. W. Kinney                 | 6596                   | 2/28/24            |   | JP p 204               |
| 134       | M. Stulsaft Co.              | 6281                   | 4/11/23            |   | JP p 329               |
| 135       | S. P. Co                     | 6280<br>7146           | 4/11/23<br>6/26/25 | Portion relocated by 6668<br>See 4550 of 4/1/18                         | JP p. 328<br>JP p 868  |
| 136       | S. P. Co                     | 7146                   | 6/26/25            |   | JP p 868               |
| 137       | W.P.R.R. Co                  | 7340<br>7566           | 12/4/25<br>5/8/26  | Amended by 7083   | JP p. 1628<br>JP p 630 |
| 138       | W.P.R.R. Co.                 | 7832                   | 12/17/26           |   | JP p 1895              |
| 139       | W.P.R.R. Co.                 | 8327                   | 12/30/27           |   | JP p 2327              |
| 140       | McNab & Smith                | 6136                   | 10/21/22           |   | JP p 830               |
| 141       |                              | No record              |                    | RRCo uses 3843 to Nat'l Carbon Co. 7/28/16. Description does not agree  | JP p 791               |
| 142       | W.P.R.R. Co.<br>W.P.R.R. Co. | 7340<br>732            | 12/4/25<br>6/25/40 | Not included in amendment 7083 of 5/8/26                                | JP p 1628<br>JP p 1511 |
| 143       | W.P.R.R. Co.                 | 1558                   | 12.2023            | 5/4/38  | JP p 523               |



| Track No. | Grantee                          | Granted by Bill Ord.  | Date           | Remarks   | Ref.                    |
|-----------|----------------------------------|-----------------------|----------------|---|-------------------------|
| 144       | W. P. R. R. Co                   | 860                   | 829            | 9/17/40   | JP p 2108               |
| 145       | Chas. A. Carillon                | 4562                  | 4303           | 8/29/17   | JP p 1109               |
| 146       | W. P. R. R. Co                   | 6988                  | 6516           | 2/21/25   | JP p 195                |
| 147       | Alice M. Jackson                 | 6247                  | 5818           | 3/9/23  | JP p 171                |
| 148       | W.P.R.R. Co.                     | 271                   | 582            | 10/23/08  | JP p 908                |
| 149       | W.P.R.R. Co                      | 7779                  | 7290           | For 50 years  | JP p 1677               |
| 150       | Holmes Invest. Co.               | 5115                  | 4757           | 10/27/26  | JP p 20                 |
| 151       | Richmond Sanitary Mfg. Co        | 6492                  | 6052           | 1/15/19   | JP p 1210               |
| 152       | Amer Rolling Mill Co             | 6738                  | 6275           | 11/30/23  | JP p 743                |
| 153       | F. E. Knowles<br>N. Clark & Sons | 3863<br>DPW Order 262 | 3538<br>5/9/34 | 6/26/24   | JP p 1405<br>PW 187-319 |
| 154       | F. E. Knowles                    | 3863                  | 3538           | 12/14/15  | JP p 1405               |
| 155       |                                  |                       |                | 1907 Charter  |                         |
| 156       | S.P. Co.                         |                       |                | 1907 Charter  |                         |
| 157       |                                  |                       |                | 1907 Charter  |                         |
| 158       | S.P.Co.                          | Res. 6032             | 6/13/10        | off Division St. onto private property                                      | JP p 603                |
| 159       | S.P.Co.                          | Res. 6032             | 6/13/10        | off Division St. onto private property<br>See Order 2933-12/2/95 for 50 yrs | JP p 603<br>BF 252      |









| Track No. | Grantee                          | Granted by Bill Ordin.  | Date                | Remarks  | Ref.                 |
|-----------|----------------------------------|-------------------------|---------------------|--|----------------------|
| 176       | Rosenberg & Co<br>Felton Company | 1474<br>DPW Order 22519 | 5/1/05<br>6/22/45   | Repealed by Ord. 3366 of 8/1/45                      | BF p 410             |
| 177       | C. Callahan                      | 1505                    | 5/29/05             |  | BF p 404             |
| 178       | Philippine Vegetable<br>Oil Co   | 4986                    | 6/25/18             |  | JP p 539             |
| 179       | S. P. Co.                        |                         |                     | 1907 Charter   | JP p 939             |
| 180       | S. P. Co.                        | 3732                    | 9/3/15              |  | JP p 939             |
| 181       | Felton Co                        | 892<br>5516             | 6/ /09<br>5/14/20   | Repealed by 5147<br>Amended by 12.2004               | JP p 531<br>JP p 358 |
| "         | "                                | 302                     | 7/6/33              | Switching hours                                      | JP p 1318            |
| 182       | Crane Co.                        | 7633                    | 7/2/26              | See 443 of 6/1/08                                    | JP p 1060            |
| 183       | Crane Co                         | 521                     | 6/1/08              | See 7144 of 7/2/26                                   | JP p 437             |
| 184       | Moore Shipbuilding Co            | 4712                    | 11/6/18             |  | JP p 917             |
| 185       | Haslett Whse Co<br>"             | 1162<br>1696            | 3/21/04<br>12/18/05 | See 2190 of 2/19/13                                  | BF p 407<br>BF p 407 |
| 186       |                                  | No record               |                     |  |                      |
| 187       | Pope & Talbot                    | DPW Res. 19868          | 9/27/12             | Disconnected track                                   | PW 13-513            |
| 188       |                                  | No record               |                     |  |                      |
| 189       |                                  | No record               |                     |  |                      |
| 190       |                                  | No record               |                     |  |                      |
| 191       |                                  | No record               |                     |  |                      |
| 192       | S. P. Co.                        | 5387                    | 12/26/19            | Gale St. now closed &<br>abandoned Res. 4482-1/31/45 | JP p 1110            |

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| Track No. | Grantee   | Granted by Bill Ordin.                   | Date                          | Remarks  | Ref.                  |
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| 193       | S. F. Co.   | 8174 8681                                | 1/30/30                       | Gale St. now closed & abandoned Res. 4482      | JP p 211              |
| 194       |   | No record                                |                               | Constructed while King St. temporarily closed  |                       |
| 195       |   |  |                               | 1907 Charter                                   |                       |
| 196       |   |  |                               | 1907 Charter                                   |                       |
| 197       |   | No record                                |                               | Belt line                                      |                       |
| 198       | Overland Freight Trans Co                                     | DPW Order 10589                          | 5/17/39                       | Rescinds 10497 of 5/3/39<br>" 10557 of 5/10/39 | PW 199-885            |
| 199       | Haslett Whse Co<br>Warehouse Inv. Co.                         | 2424 1162<br>2190                        | 3/21/04<br>2/18/13            | See 1696 of 12/18/15                           | BF p 407<br>JP p 173  |
| 200       | Pac Oil & Lead Wks  | 319                                      | 12/11/07                      |  | BF p 409              |
| 201       | S. P. Co.   | Order 1025                               | 12/12/71                      | Corporate existence                            | BF p 243              |
| 202       | Charles Lee Tildem  | DPWorder 14310                           | 9/20/40                       | Extends track 198                              | PW 204-317            |
| 203       | Cyrus S. Wright   | 687 592                                  | 10/22/08                      |  | JP p 937              |
| 204       | Clinton Fireproofing Co<br>and Sharon Estate Co.<br>S. P. Co. | 2459 2225<br>3495 3291<br>DPWOrder 22492 | 3/13/13<br>5/31/45<br>6/15/45 | Repealed by 3291                               | JP p 251<br>JP p 1421 |
| 205       | S. F. Co.   | 2760 2683                                | 3/26/14                       | Amends Order 1154 of 6/19/74                   | JP p 299              |
| 206       |   | No record                                |                               | Belt line                                      |                       |
| 207       | J. Sheldon Potter   | 6167 5745                                | 11/10/22                      | Repeals 5732 of 10/26/22                       | JP p 928              |



| Track No. | Grantee                    | Granted by Bill Ordin. | Date    | Remarks   | Ref.      |
|-----------|----------------------------|------------------------|---------|---|-----------|
| 208       | M. Stulsaft Co.            | 6091                   | 8/16/22 |   | JP p 650  |
| 209       | Walter H. Sullivan         | 6693                   | 5/9/24  |   | JP p 493  |
| 210       |                            | No record              |         |   |           |
| 211       | S. P. R.R. Co.             | 5191                   | 4/23/19 | Repeals 152 of 2/20/07<br>Repealed by 3283 of 5/25/45     | JP p 281  |
|           |                            | 3460                   | 5/25/45 |   |           |
|           |                            | 3495                   | 5/31/45 | Repeals 3283  |           |
|           |                            | DPWorder 22468         | 6/13/45 |   |           |
| 212       | Ogden Packing & Provision  | 4383                   | 2/28/17 | See 4831 of 4/23/19<br>See 3283 of 5/25/45                | JP p 228  |
| 213       | Nathan Dohrmann Co         | 2211                   | 8/21/12 |   | JP p 681  |
| 214       | Holbrook Merrill & Co      | 5292                   | 8/26/19 |   | JP p 709  |
| 215       | Holbrook Merrill & Stetson | 959                    | 7/27/09 | See P.W.Res. 9789   | JP p 717  |
|           |                            | DPWRes 9789            | 8/30/09 |   |           |
| 216       |                            |                        |         |   |           |
| 217       | M. Friedman & Co           | 1021                   | 10/8/09 | See P.W.Res. 4084 of 5/4/10                               | JP p 870  |
| 218       | Moody Estate               | 3405                   | 1/26/15 |   | JP p 103  |
| 219       | Sugarman Iron & Metal Co   | 4536                   | 5/17/17 |   | JP p 587  |
| 220       | S.P.R.R. Co.               | 7146                   | 6/26/25 | Relocation see 4550 of 11/13/18<br>and 5847 of 4/11/23    | JP p 868  |
| 221       | S.P.R.R. Co.               | 6280                   | 4/11/23 | See 4550 of 4/1/18, 6668<br>of 6/26/25, & 6212 of 4/25/24 | JP p 328  |
| 222       | S.P.R.R. Co.               | 7791                   | 12/2/26 |   | JP p 1813 |





| Track No. | Grantee   | Granted by Bill Ordin. | Date     | Remarks                                  | Ref.      |
|-----------|---|------------------------|----------|--|-----------|
| 223       | Moran & Co.   | 1022 900               | 10/8/09  |  | JP p 870  |
| 224       | Timothy Hopkins   | 4449 4105              | 3/14/17  | See 900 of 10/8/09                       | JP p 290  |
| 225       | Plant Rubber & Asbestos Wks                                     | 8777 8275              | 11/27/28 | Existing track now ends 385 ft W. of 4th | JP p 2512 |
| 226       | Rodger Johnson Timothy Hopkins, Van Arsdale & Harris Lumber Co. | 2237 2011              | 9/4/12   | See DIW Res 55258 of 9/26/17             | JP p 729  |
| 227       | Rathjen Bros.   | 6642 6193              | 4/7/24   |  | JP p 342  |
| 228       | John Bollman Co   | 3454 3152              | 3/11/15  |  | JP p 311  |
| 229       |   |                        |          | 1907 Charter                             |           |
| 230       | S. P. R. R. Co.   | 2760 and/or 2406 2683  | 7/14/91  |  | BF p 251  |
| 231       | S. P. R. R. Co.   | 2760 2683              | 3/26/14  |  | JP 299    |
| 232       | S. P. R. R. Co.   | Order 2406             | 3/26/14  | Amends Order 1154 of 6/19/74             | JP 299    |
| 233       | S. P. R. R. Co.   | 2760 2683              | 7/14/91  |  | BF p 251  |
| 234       | Felix Gross Coal Co.  | 7093 6620              | 3/26/14  | Amends Order 1154 of 6/19/74             | JP p 299  |
| 235       |   |                        | 5/9/25   |  | JP p 598  |
| 235A      | American Trust Co.  | DPWOrder 22984         |          | 1907 Charter                             |           |
| 236       | S. P. R. R. Co.   | 948 828                | 10/17/45 |  | BF p 411  |
| 237       |   |                        | 7/19/09  | 1907 Charter                             | JP p 674  |



| Track No. | Grantee                | Granted by Bill Ordin. | Date     | Remarks                                       | Ref.        |
|-----------|------------------------|------------------------|----------|---|-------------|
| 238       |                        |                        |          | 1907 Charter                                  |             |
| 239       | Standard Oil Co of Cal | DPW 24.500             | 7/12/46  | Relocation of spur granted under 1907 Charter |             |
| 240       |                        | No record              |          |   |             |
| 241       |                        | No record              |          |   |             |
| 242       |                        |                        |          |   |             |
| 243       |                        |                        |          | 1907 Charter                                  |             |
| 244       |                        | No Record              |          | 1907 Charter                                  |             |
| 245       |                        | No Record              |          |   |             |
| 246       | S. P. R. R. Co.        | 1095                   | 1/7/04   | For 50 years                                  | BF p 260    |
| 247       | S. P. R. R. Co.        | DPW Order 22886        | 9/26/45  | Relocation and new crossovers                 |             |
| 248       |                        | DPW Order 20064        | 10/13/43 |   |             |
| 249       |                        |                        |          |   |             |
| 250       |                        |                        |          |   |             |
| 251       |                        |                        |          |   |             |
| 252       |                        |                        |          |   |             |
| 253       | A. T. & S. F. Ry. Co.  | DPW Order 23.129       | 11/14/45 |   |             |
| 254       | A. T. & S. F. Ry. Co.  | 1286                   | 9/19/04  | 1907 Charter                                  | BF p 403    |
| 255       |                        | No record              |          |   |             |
| 256       | A. T. & S. F. Ry. Co.  | D. P. W. Order 17284   | 1/9/42   |   | PW 208-426A |
| 257       | A. T. & S. F. Ry. Co.  | DPW Order 23.129       | 11/14/45 |   |             |
| 257A      | A. T. & S. F. Ry. Co.  | DPW Order 23.129       | 11/14/45 |   |             |
| 258       | A. T. & S. F. Ry. Co.  | DPW Order 23.129       | 11/14/45 |   |             |

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THE UNIVERSITY OF CHICAGO

| Track No. | Grantee                             | Granted by Bill Ordin.           | Date               | Remarks   | Ref.                 |
|-----------|-------------------------------------|----------------------------------|--------------------|---|----------------------|
| 259       |                                     | No record                        |                    |   |                      |
| 260       | A.T. & S.F. Ry. Co.<br>S.P.R.R. Co. | 260<br>1095                      | 4/4/01<br>1/7/04   | To 2/26/45<br>For 50 years  | BF p 280<br>BF p 260 |
| 261       | A.T. & S.F. Ry. Co.                 | 860                              | 8/16/09            |   | JP p 762             |
| 262       |                                     |                                  |                    |   |                      |
| 263       |                                     |                                  |                    |   |                      |
| 264       | A.T. & S.F. Ry. Co.<br>S.P. Co.     | No record<br>DPWorder 24,127     | 5/15/46            | Jurisdiction of Harbor Comm.<br>Ord. 260 expired  |                      |
| 265       |                                     | No record                        |                    |   |                      |
| 266       |                                     | No record                        |                    |   |                      |
| 267       | Montague Pipe & Steel Co<br>"       | DPWorder 19031<br>DPWorder 19445 | 1/8/43<br>4/28/43  | See DPWorder 19445 of 4/28/43<br>Permit to relocate   |                      |
| 268       |                                     |                                  |                    | 1907 Charter  |                      |
| 269       | F. E. Knowles                       | 4430 4087                        | 2/28/17            |   | JP p 249             |
| 270       | W.P.R.R. Co.<br>" "                 | 271 582<br>7566 7083             | 10/23/08<br>5/8/26 | For 50 years<br>Supersedes portions of 5716 of<br>10/21/22. Amends Sec. 1 of<br>6862 of 12/4/25 | JP p 908<br>JP p 630 |
| 271       | W.P.R.R. Co.                        | 271 582                          | 10/23/08           | For 50 years  | JP p 908             |
| 272       | S.P.R.R. Co.                        | 2760 2683                        | 3/26/14            | Amends Order 1154 of 6/19/74  | JP p 299             |
| 273       | S.P.R.R. Co.                        | 2760 2683                        | 3/26/14            | " " " "   | JP p 299             |
| 274       |                                     | No record                        |                    |   |                      |
| 275       |                                     | No record                        |                    |   |                      |





| Track No. | Grantee   | Granted by Bill Ordin. | Date            | Remarks                                     | Ref.                 |
|-----------|---|------------------------|-----------------|---|----------------------|
| 276       | S.P.R.R. Co.  | 2760 2683              | 3/26/14         | Amends Order 1154 of 6/19/74                | JP p 299             |
| 277       |   |                        |                 | 1907 Charter                                |                      |
| 278       |   | No record              |                 |   |                      |
| 279       |   |                        |                 | 1907 Charter                                |                      |
| 280       | Sanitary Reduction Wks                              | 1173                   | 4/4/04          |   | BF p 411             |
| 281       | Pratt Bldg. Material Co.                            | 7444                   | 3/19/27         |   | JP p 371             |
| 282       | North Beach Auto Hauling                            | 5961                   | 7/26/23         |   | JP p 803             |
| 283       | T. G. Knight  | 7092                   | 5/9/25          | See 7444 of 3/19/27                         | JP p 597             |
| 284       | S.P.R.R. Co   | 2760                   | 3/26/14         | Amends Order 1154 of 6/19/74                | JP p 299             |
| 285       | F. E. Knowles                                       | 1367                   | 7/20/10         |   | JP p 676             |
| 286       | Stauffer Chemical Co                                | 4184                   | 8/16/16         |   | JP p 830             |
| 287       | W.P.R.R. Co.  | 271                    | 10/23/08        | See DPW Order 19164 of 2/17/43 for 50 years | JP p 908             |
| 288       | W.P.R.R. Co   | 271                    | 10/23/08        | For 50 years                                | JP p 908             |
| 289       | Dunham, Carrigan & Hayden Pacific Gas & Elec Co     | 968 2030               | 8/6/09 9/25/12  | See 848                                     | JP p 741<br>JP p 820 |
| 290       | Transcontinental Freight S.P.R.R.Co. & A.T.&S.F.Ry. | 157 7618               | 2/20/07 7/29/27 | See 7618 Relocation 1907 Charter            | BF p 412             |
| 291       |   |                        |                 |   |                      |
| 292       | Am Radiator Co.                                     | 148                    | 2/8/07          |   | BF p 403             |
|           | Stauffer Chemical Co.                               | DPW Res 8126           | 10/21/10        |   | PW7-12281            |

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| Track No. | Grantee   | Bill      | Granted by Ordin.  | Date     | Remarks   | Ref.      |
|-----------|---|-----------|--------------------|----------|---|-----------|
| 293       | Calif. Sch. of Mech. Arts                                 | 6505      | 6064               | 11/27/23 |   | JP p 1244 |
| 294       | Abel Hosmer   | 1764      | 1575               | 6/1/11   |   | JP p 438  |
| 295       | Stauffer Chemical Co.                                     | 1137      | 1007               | 12/22/09 |   | JP p 1150 |
| 296       | Cal. Sch. of Mech. Arts                                   | 1135      | 1005               | 12/22/09 |   | JP p 1149 |
| 297       |   | No record |                    |          |   |           |
| 298       |   | No record |                    |          |   |           |
| 299       | W.P.R.R. Co.  |           | D.P.W. Order 19164 | 2/17/43  | Three tracks  |           |
| 300       | A.T. & S.F. Ry. Co. SPCo                                  |           | 1632               | 10/9/05  | See 7618 of 7/18/27-8470 of 7/2/29 1699 of 12/11/05 | BF p 403  |
| 301       | Pac. Coast Steel Co.                                      | 5129      | 4771               | 1/29/19  |   | JP p 59   |
| 302       | S.F. Co. & A.T. & S.F.                                    | 8104      | 7618               | 7/29/27  | Relocation  | JP p 1339 |
| 303       | Transcontinental Freight Co S.F.R.R. Co. & A.T. & S.F. Ry |           | 157                | 2/20/07  | See 7618  | BF p 412  |
|           |   | 8104      | 7618               | 7/29/27  | Relocation  | JP p 1339 |
| 304       | Sanitary Reduction Works                                  |           | 1173               | 4/4/04   |   | BF p 411  |
| 305       | Thos. G. & C.H. Knight & Union Paving Co.                 | 7219      | 6742               | 8/14/25  |   | JP p 1188 |
| 305A      | Lindauer & Company  |           | DPW Order 23765    | 3/16/46  | Extension of Track 305                              |           |
| 306       | Dyer Bros. (Golden West Iron Works)                       |           | 1650               | 10/30/05 |   | BF p 406  |
| 307       | W. P. R. R. Co.   | 271       | 582                | 10/23/08 | For 50 years  | JP p 908  |



| Track No. | Grantee                          | Granted by Bill Ordin. | Date     | Remarks                              | Ref.        |
|-----------|----------------------------------|------------------------|----------|--------------------------------------|-------------|
| 303       | A.T. & S.F. Ry Co.               | 1632                   | 10/9/05  | See 7613 of 7/10/27 & 847C of 7/2/25 | BF p 403    |
|           | S.P.R.R. Co.                     | 1699                   | 12/11/05 | Joint usage                          | BF p 257    |
| 309       |                                  |                        |          | 1907 Charter                         |             |
| 310       | S.P. & A.T. & S.F.Ry Co          | DPWorder 7336          | 11/24/37 |                                      | PW 195-1012 |
| 311       | A.T. & S.F. Ry. Co.              | 1470                   | 5/4/05   | To 5/4/49                            | BF p 305    |
|           | S.P.R.R. Co.                     | 1699                   | 12/11/05 | Joint Usage                          | BF p 257    |
| 312       | Am. Fuel Co.                     | 1679                   | 12/11/05 | See 8393                             | BF p 402    |
|           | Fey Improvement Co               | 8901                   | 4/3/29   |                                      | JP p 415    |
| 313       | A.T. & S.F.Ry.Co. & S.P.R.R. Co. | DPWorder 9848          | 2/3/39   |                                      | TW199-47    |
| 314       | Standard Oil Co.                 | DPWorder 9849          | 2/3/39   |                                      | TW199-48    |
| 315       | Abner Doble Co.                  | 158                    | 2/20/07  | See 2761 of 5/20/14                  | BF p 405    |
| 316       |                                  | No record              |          |                                      |             |
| 317       | Reel Estate Development Co       | 160                    | 2/20/07  |                                      | BF p 410    |
| 318       |                                  |                        |          |                                      |             |
| 319       | Reel Estate Development Co.      | 6276                   | 7/1/24   |                                      | JP p 770    |
| 320       | Reel Estate Development Co.      | 287                    | 5/2/01   |                                      | BF p 410    |
| 321       | " " "                            | 94                     | 6/27/00  |                                      | BF p 410    |
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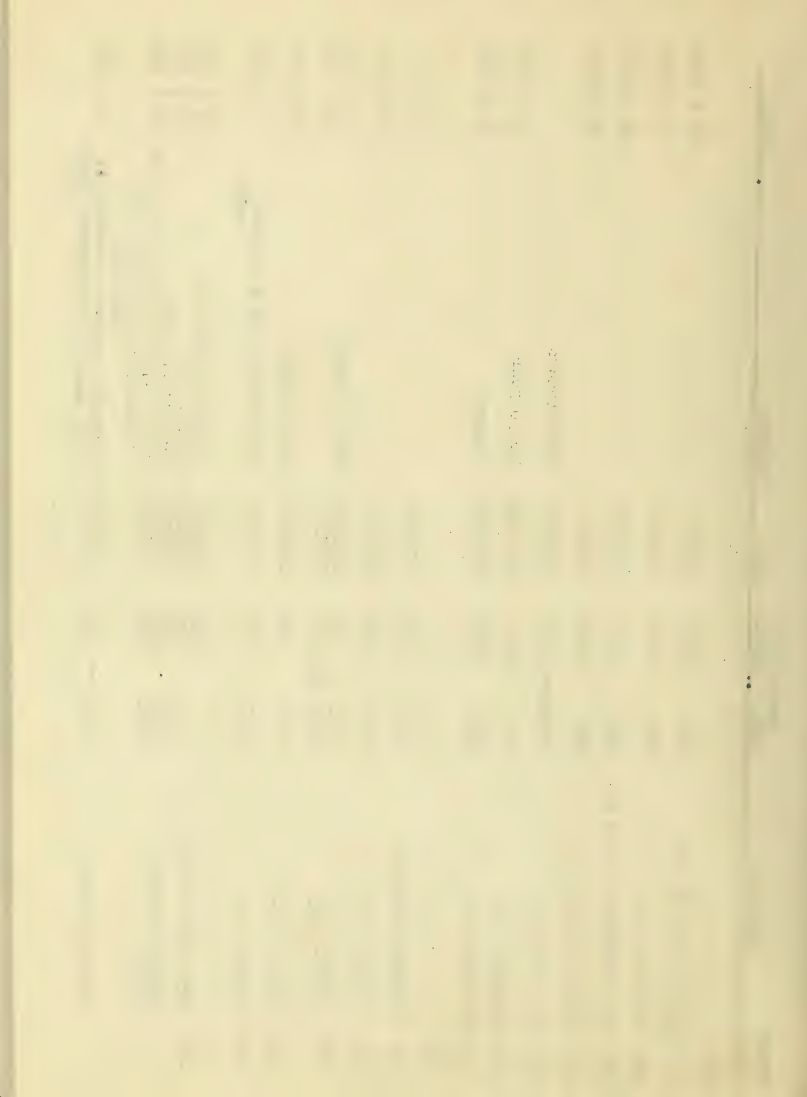
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| Track<br>No. | Grantee  | Granted by<br>Bill          | Ordin.              | Date                                      | Remarks   | Ref.   |
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| 323          |  |                             |                     |   |   |  |
| 324          | A.T. & S.F. Ry. Co.                                      | 8093                        | 7606                | 7/29/27                                   |   | JP p 1330                                      |
| 325          | W.P.R.R. Co.   | 6794                        | 6325                | 8/19/24                                   |   | JP p 936'                                      |
| 326          | John Roebling & Sons Co.                                 | 6814                        | 6348                | 9/19/24                                   |   | JP p 1057                                      |
| 327          | Richfield Oil Co.  | 8957                        | 8469                | 7/2/29                                    |   | JP p 1315                                      |
| 328          | W.P.R.R. Co.   | DPWOrder                    | 19164               | 2/17/43                                   | Three tracks  |  |
| 329          | W.P.R.R. Co.   | 271                         | 582                 | 10/23/08                                  | For 50 years  | JP p 908                                       |
| 330          | W.P.R.R. Co.   | 8062                        | 7576                | 6/13/27                                   | 2 spurs   | JP p 1181                                      |
| 331          |  |                             |                     |   |   |  |
| 332          | Fishbeck Soap Co.  | 7869                        | 7379                | 1/13/27                                   |   | JP p 9   |
| 333          | W.P.R.R. Co.   | 8041                        | 7554                | 5/25/27                                   |   | JP p 901                                       |
| 334          | W.P.R.R. Co.<br>W.P.R.R. Co.                             | 271<br>1351                 | 582<br>12.2021      | 10/23/08<br>6/21/37                       | For 50 years  | JP p 908<br>JP p 1009                          |
| 335          | W.P.R.R. Co.   | 271                         | 582                 | 10/23/08                                  | For 50 years  | JP p 908                                       |
| 336          | S.P.R.R. Co.   | 2690                        | 2444                | 9/16/13                                   | Ordin.calls for 9 tracks-7<br>exist   | JP p 903                                       |
| 337          | Ocean Shore RR Co<br>" " "<br>Abutting Owners<br>S.P.Co. | 1808<br>678<br>6348<br>6531 | 630<br>5917<br>6088 | 4/2/06<br>12/10/08<br>6/23/23<br>12/19/23 | Original Franchise<br>Amends 1808<br>Repealed by 6089<br>S.P.to operate over old O.S.RR<br>tracks-Mariposa St.to S.L.<br>Harrison | BF p 320<br>JP p 1074<br>JP p 644<br>JP p 1313 |
|              | Abutting Owners  | 6532                        | 6089                | 12/19/23                                  | Abutting owners to connect to<br>City owned tracks-Repeals Ordin<br>5917  | JP p 1314                                      |





| Track No.                      | Grantee | Granted by Bill Ordin. | Date     | Remarks  | Ref.      |
|--------------------------------|---------|------------------------|----------|--|-----------|
| 337 (Continued)                |         |                        |          |  |           |
| Abutting Owners                |         |                        |          |  |           |
| S.P.Co                         | 6984    | 6511                   | 2/2/25   | O.S.R.R.tracks, 12th St. S.E. Harrison-S.E.Howard  | JP p 163  |
| S.P.Co                         | 6985    | 6512                   | 2/2/25   | O.S.R.R. tracks, 12th St.S.E. Harrison-S.E. Howard | JP p 163  |
| S.P.Co                         | 9157    | 8664                   | 1/17/30  | Amends Sect. 2 of Ordin.6512                       | JP p 117  |
| S.P. Co                        | 73      | 12.2002                | 5/19/32  | Switch hours of 6088 made 5 AM to 10 PM            | JP p 800  |
| S.P. Co                        | 74      | 12.2003                | 5/19/32  | Ditto  | JP p 800  |
| S.P. Co                        | 3246    | 3072                   | 1/5/45   | Repeals 12.2002-Practically no limits on switching | JP p 163  |
| S.P. Co.                       | 3247    | 3073                   | 1/3/45   | Repeals 12.2003-practically no limits on switching | JP p 163  |
| 338 Kaiser Paving Co.          | 9467    | 9053                   | 8/28/31  |  | JP p 2690 |
| 339 Best Foods Inc             | 3877    | 3652                   | 2/14/46  | Not installed as of 6/30/46                        |           |
| 339A W. H. Sullivan            | 6626    | 6177                   | 3/10/24  | Part of track exists - not connected up            | JP p 258  |
| 340 Lyons Cal.Glance Fruit Co. | 6535    | 6092                   | 12/19/23 |  | JP p 1317 |
| 341 American Can Co            | 6720    | 6263                   | 6/23/24  |  | JP p. 688 |
| 342 S.P.R.R. Co.               | 6531    | 6088                   | 12/19/23 |  | JP p 1313 |
| " " "                          | 73      | 12.2002                | 5/19/32  | Amends switching                                   | JP p 800  |
| 343 Nucoa Butter Co.           | 6284    | 5851                   | 4/20/23  |  | JP p 330  |
| 344 Best Foods, Inc.           | 6824    | 6357                   | 9/30/24  |  | JP p 1127 |



| Track No. | Grantee                   | Bill     | Granted by Ordin | Date     | Remarks  | Ref.      |
|-----------|---------------------------|----------|------------------|----------|--|-----------|
| 345       | S.F. & Pacific Glass Wks  |          | 177              | 11/10/00 |  | BF p 411  |
| 346       | E. & G. LeRoy             |          | 174              | 3/4/07   |  | BF p 408  |
| 347       | Illinois Pacific Glass    | 7460     | 6974             | 2/13/26  |  | JP p 200  |
| 348       | Columbia Steel Co.        | DPWorder | 15800            | 5/2/41   |  | PW206-221 |
| 349       |                           |          |                  |          | 1907 Charter                                       |           |
| 350       | S.P.R.R. Co.              | DPWorder | 23441            | 1/16/46  | Ord.2933 expired                                   |           |
| 350A      | S.P.Co.                   | DPWorder | 22394            | 6/1/45   | Unloading platform 12 ft. x 25 ft. at end of track | JP p 1331 |
| 351       | S.P.R.R. Co.              | 8110     | 7607             | 7/29/27  |  | JP p 1041 |
| 352       | Richard Hollman           | 6186     | 5765             | 12/13/22 |  | BF p 408  |
| 353       | Long Syrup Refining Co.   |          | 309              | 11/27/07 |  |           |
| 354       |                           |          |                  |          | 1907 Charter                                       |           |
| 355       | Enterprise Brewing Co.    | 3278     | 2990             | 11/7/14  |  | JP p 1256 |
| 356       | Golden Gate Atlas Mtls Co | 8006     | 7532             | 5/14/27  |  | JP p 696  |
| 357       | S.P.R.R. Co.              | 8061     | 7575             | 6/13/27  |  | JP p 1180 |
| 358       | City St. Improvement Co.  |          | 158              | 11/7/00  | Superseded by 6935 & 7711                          | BF p 404  |
|           | " "                       |          | 149              | 2/8/07   | " " 6935 & 7711                                    | BF p 404  |
|           | S.P.R.R. Co.              | 7418     | 6935             | 1/8/26   | Amended by 7711 1925                               | JP p 1841 |
|           | S.P.R.R. Co.              | 8198     | 7711             | 10/7/27  | Same as 6935 except crossover and adds one track   | JP p 1803 |
| 358A      | Pac. Foundry Co.          |          | DPWorder 24.091  | 4/5/46   | Ext. of track 358                                  |           |



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|-----------|--|------------------------|--------------------|---|-----------------------|
| 359       | Pac. Coast Aggregates Inc.             | DPWorder 23637         | 2/20/46            |   |                       |
| 359A      | Alice Lawrason Driscoll                | DPWorder 23637A        | 2/26/46            | Ext. of track 359                                       |                       |
| 360       |  | No record              |                    |   |                       |
| 361       | Schlessinger & Bender<br>Ralph McLeran | 6090<br>1A 5677        | 6/9/06<br>8/16/22  |   | BF p 411<br>JP p 650  |
| 362       | The Lurie Co.                          | 6745                   | 7/1/24             | Not as described-See 14 of 6/9/06 and 5672 of 8/16/22   | JP p 773              |
| 363       | Hind Estate Co.<br>S.P.R.R. Co.        | 4711<br>7607<br>8110   | 11/4/18<br>7/29/27 | Portion superseded by 7607                              | JP p 917<br>JP p 1331 |
| 364       | Mission Soap & Candle Wks              | 218                    | 1/24/01            |   | BF p 408              |
| 365       |  | No record              |                    |   |                       |
| 366       | Oakland Brewing & Malting Co           | 2462                   | 3/25/13            |   | JP p 273              |
| 367       | Am Can Co                              | 4046                   | 4/24/16            | 1907 Charter See 6539 of 3/11/25 & 5646 of 6/21/22      | JP p 384              |
| 368       | Pelton Water Wheel Co                  | 1707                   | 12/26/05           |   | BF p 410              |
| 369       | American Can Co                        | 4619                   | 7/27/17            |   | JP p 981              |
| 370       | C.E. Grosjean                          | 3678                   | 7/14/15            |   | JP p 820              |
| 371       | American Can Co                        | 4046                   | 4/24/16            | See 5646 of 6/21/22 & 1617 of 7/19/11 & 6539 of 3/11/25 | JP p 384              |
| 372       | Malott & Peterson                      | 5955                   | 2/1/22             |   | JP p 106              |
| 373       | H. H. Helbush & Co                     | 5980                   | 3/2/22             |   | JP p 192              |
| 374       | Ford Motor Co                          | 5161                   | 3/11/19            | Repeals 4212 of 6/12/07                                 | JP p 158              |





| Track No. | Grantee                | Bill                                     | Granted by Ordin.   | Date                                       | Remarks                   | Ref.                             |
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| 375       |                        | No record                                |   |  |                           |                                  |
| 376       | S. P. Co.              | No record                                |   |  |                           |                                  |
| 377       |                        |  |   |  |                           |                                  |
| 378       |                        |  |   |  |                           |                                  |
| 379       | A. T. & S. F. Ry. Co.  | DPW Res<br>23128<br>2141<br>2690<br>2705 | Formerly Ordin 412<br>Bridge 19th St over<br>" 20th St<br>" 18th St | 11/14/45<br>12/23/01<br>6/20/02<br>6/20/02 | Indiana St<br>"<br>"<br>" | BF p 296<br>BF p 297<br>BF p 298 |
| 380       | Tubbs Cordage Co       | 1407                                     |   | 1/30/05                                    |                           | BF p 412                         |
| 381       | A.T. & S.F. Ry Co      | 1575                                     |   | 7/31/05                                    |                           | BF p 403                         |
| 382       |                        |  |   |  |                           |                                  |
| 383       | A.T. & S.F. Ry Co      | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |
| 384       | A. T. & S. F. Ry. Co   | 8986                                     |   | 8/20/29                                    |                           | JP p 1580                        |
| 385       | Santa Fe Land & Imp Co | 159<br>162<br>1756                       |   | 2/20/07<br>2/20/07<br>2/20/06              |                           | BF p 276                         |
| 386       | A.T. & S.F. Ry. Co     | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |
| 387       | " "                    | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |
| 388       |                        |  |   |  |                           |                                  |
| 389       | A.T. & S.F. Ry. Co.    | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |
| 390       | A.T. & S.F. Ry. Co.    | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |
| 391       | A.T. & S.F. Ry. Co.    | 1756                                     |   | 2/20/06                                    |                           | BF p 403                         |



| Track No. | Grantee                         | Granted by Bill Ordin.              | Date                          | Remarks   | Ref.                               |
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| 393       | A.T. & S.F. Ry. Co.             | 1756                                | 2/20/06                       |   | BP p 403                           |
| 394       |                                 | No record                           |                               |   |                                    |
| 395       | A.T. & S.F. Ry. Co.             | 6469                                | 10/23/23                      |   | JP p 1136                          |
| 396       |                                 |                                     |                               |   |                                    |
| 397       |                                 |                                     |                               |   |                                    |
| 398       | A.T. & S.F. Ry. Co.<br>S.P. Co. | DPWOrder 24127                      | 5/15/46                       | City Charter - P.G. & E. spur   |                                    |
| 399       | A.T. & S.F. Ry. Co.<br>S.P. Co. | DPWOrder 24.127                     | 5/15/46                       | City Charter-Cal.Barrel Works   |                                    |
| 400       | Am. Can Co.<br>" " "            | 6323 5883<br>9022 8531<br>9061 8568 | 5/17/23<br>9/17/29<br>10/7/29 | Sec 1 amended by 8568   | JP p 490<br>JP p 1780<br>JP p 1943 |
| 401       |                                 |                                     |                               |   |                                    |
| 402       | Am. Can Co<br>" "               | 9022 8531<br>9061 8568              | 9/17/29<br>10/7/29            | Supersedes 5883 of 5/17/23<br>Amends Sect 1 of 8531 of<br>9/17/29<br>1907 Charter | JP p 1780<br>JP p 1943             |
| 403       |                                 |                                     |                               |   |                                    |
| 404       |                                 | No record                           |                               |   |                                    |
| 405       | S.P.R.R. Co.                    | D.P.W. Order<br>4329                | 7/8/36                        | Two tracks  | PW 192-622                         |
| 406       |                                 |                                     |                               | 1907 Charter  |                                    |
| 407       | Coast Smelting & Ref Co         | 4693                                | 10/8/17                       |   | JP p 1215                          |
| 408       |                                 | No record                           |                               |   |                                    |
| 409       |                                 |                                     |                               |   |                                    |



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|-----------|------------------------------|------------------------|----------|-----------------------------|-----------|
| 410       | Union Iron Works             | 3861                   | 12/14/15 |                             | JP p 1405 |
| 411       |                              | No record              |          |                             |           |
| 412       |                              |                        |          |                             |           |
| 413       | W.P.R.R. Co.                 | DPWOrder 21536         | 10/25/44 |                             |           |
| 414       | " "                          | DPWOrder 21464         | 10/6/44  |                             |           |
| 415       | Reinbart Lumber Co           | 6468                   | 10/23/23 |                             | JP p 1135 |
| 416       |                              |                        |          |                             |           |
| 417       | W.P.R.R. Co.                 | 7278                   | 10/6/25  | Supersedes 6090 of 12/19/23 | JP p 1425 |
| 418       | " "                          | 5844                   | 12/6/21  | Also see Pg 744 JP 1921     | JP p 1000 |
| 419       | " "                          | 7212                   | 8/11/25  |                             | JP p 1159 |
| 420       | " "                          | 1190                   | 4/22/41  |                             | JP p 640  |
| 421       | " "                          | 8502                   | 5/4/28   | See 5502 of 12/6/21         | JP p 715  |
| 422       | S.P.R.R. Co.                 | 9401                   | 5/13/31  |                             | JP p 970  |
| 423       |                              |                        |          |                             |           |
| 424       | McCormick Lumber Terminal Co | 9013                   | 9/3/29   |                             | JP p 1673 |
| 425       |                              |                        |          |                             |           |
| 426       | Edw. L. Soule Co             | 6349                   | 6/15/23  |                             | JP p 645  |
| 427       | W.P.R.R. Co.                 | 7084                   | 4/30/25  |                             | JP p 568  |



| Track No. | Grantee                       | Granted by Bill Ordin. | Date     | Remarks                  | Ref.       |
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| 428       |                               |                        |          |                          |            |
| 429       | W.P.R.R. Co.                  | 271 582                | 10/23/08 | For 50 years             | BF p 341   |
| 430       |                               |                        |          |                          |            |
| 431       |                               |                        |          |                          |            |
| 432       | A.T. & S.F. Ry. Co.           | 6708 6246              | 5/22/24  |                          | JP p 584   |
| 433       |                               | No record              |          |                          |            |
| 434       | A.T. & S.F. Ry. Co.           | DPWOrder 21686         | 12/13/44 | Amends 20698 of 4/7/44   |            |
| 435       |                               | No record              |          |                          |            |
| 436       | A.T. & S.F. Ry. Co.           | DPWOrder 19180         | 2/19/43  |                          | 211-194    |
| 437       | A.T. & S.F. Ry. Co.           | 8106 7620              | 7/29/27  | See 4780 of 2/13/19      | JP p 1341  |
| 438       | " " "                         | 8106 7620              | 7/29/27  | See 4568 of 4/15/18      | JP p 1341  |
| 439       | W.P.R.R. Co.                  | DPWOrder 21124         | 7/12/44  |                          |            |
| 440       |                               |                        |          |                          |            |
| 441       | W.P.R.R. Co.                  | DPWOrder 24091         | 5/15/46  | Valianos Co Spur         |            |
| 442       | W.P.R.R. Co.                  | DPWOrder 21203         | 7/28/44  |                          |            |
| 442A      | W.P.R.R. Co.                  | DPWOrder 24032         | 5/1/46   | Crown Products Co Spur   |            |
| 443       | W.P.R.R. Co.                  | 5844 5502              | 12/6/21  | Also see Pg 744 JP 1921  | JP p 1000  |
| 444       | W.P.R.R. Co.                  | 271 582                | 10/23/08 | For 50 years             | JP p 908   |
| 445       | A.T. & S.F. Ry Co<br>S.P. Co. | DPWOrder 24127         | 5/15/46  | Ord.260 & 270 expired    |            |
| 446       | Shell Oil Co.                 | DPWOrder 10150         | 3/17/39  | Rescinds 9447 of 12/2/38 | PW 199-387 |
| 447       | W.P.R.R. Co                   | 5844 5502              | 12/6/21  | Also see Pg 744 JP 1921  | JP p 1000  |





| Track No. | Grantee                                 | Granted by Bill Ordin. | Date     | Remarks   | Ref.       |
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| 448       | W.P.R.R. Co.                            | 7567                   | 5/8/26   |   | JP p 632   |
| 449       | " "                                     | 9026                   | 9/17/29  |   | JP p 1782  |
| 450       | W.P.R.R. Co.                            | DPWorder 21006         | 6/9/44   |   |            |
| 451       | " "                                     | 7567                   | 5/8/26   |   | JP p 632   |
| 452       | " "                                     | 9026                   | 9/17/29  |   | JP p 1782  |
| 453       | " "                                     | 271                    | 10/23/08 | For 50 years  | JP p 908   |
| 454       | " "                                     | 271                    | 10/23/08 | For 50 years  | JP p 908   |
| 455       | " "                                     | 271                    | 5/22/40  |   | PW 202-119 |
| 456       | S.P.R.R. Co. & A.T. & S.F. Ry           | DPWorder 13167         | 1/17/45  |   | JP p 1139  |
| 457       | W.P.R.R. Co                             | DPWorder 21807         | 12/19/23 |   | JP p 1318  |
| 458       | A.T. & S.F. Ry. Co.                     | 6536                   | 8/22/28  |   | JP p 1696  |
| 459       | A.T. & S.F. Ry. Co.                     | 8656                   | 5/15/03  |   | BF p 404   |
| 460       | Cal. Sugar Refining Co.<br>W.F.R.R. Co. | 9132                   | 12/30/29 |   | JP p 2401  |
| 461       | A.T. & S.F. Ry. Co.                     | 8107                   | 7/29/27  |   | JP p 1342  |
| 462       | A.T. & S.F. Ry. Co.<br>S. F Co          | DPWorder 24.127        | 5/15/46  | Was under Ordin 1721-Cal. Sugar Ref. Co.<br>1289-SF Gas & Elec. |            |
| 463       | Cal. Sugar Refining Co.                 | 721                    | 5/15/03  |   | BF p 404   |
| 464       |   | No record              |          |   |            |
| 465       | W.P.R.R. Co.                            | 271                    | 10/23/08 | For 50 years  | JP p 908   |



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|-----------|--------------------|------------------------|----------|--|---------------------|
| 466       | W.P.R.R. Co.       | 9026                   | 9/17/29  |  | JP p 1782           |
| 467       | " "                | 271                    | 10/23/08 | For 50 years   | JP p 908            |
| 468       | " "                | 271                    | 10/23/08 | For 50 years   | JP p 908            |
| 469       | " "                | 9026                   | 9/17/29  |  | JP p 1782           |
| 470       | " "                | 271                    | 10/23/08 | For 50 years   | JP p 908            |
| 471       | " "                | 271                    | 10/23/08 | For 50 years   | JP p 908            |
| 472       | " "                | No record              |          |  |                     |
| 473       | " "                | No record              |          |  |                     |
| 474       | " "                | No record              |          |  |                     |
| 475       | " "                | 6815                   | 9/19/24  |  | JP p 1058           |
| 476       |                    |                        |          |  |                     |
| 477       | W.P.R.R. Co.       | 7415                   | 1/6/26   |  | JP p 1839<br>(1925) |
| 478       | Jones Hardware Co. | DPWOrder 18723         | 10/23/42 | See also WO 17548 of 2/27/42                         |                     |
| 479       | S.P.R.R. Co.       | DPWOrder 17548         | 2/27/42  | See also WO 18723 of 10/23/42                        | PW208-737           |
| 480       |                    |                        |          |  |                     |
| 481       | U.S. Marine Corps  |                        |          | Streets temporarily closed<br>Res. 3125 of 1/11/1943 | JP p 72             |
| 482       |                    |                        |          |  |                     |
| 483       |                    |                        |          |  |                     |
| 484       |                    |                        |          |  |                     |



| Track No. | Grantee                         | Granted by Bill | Ordin.       | Date              | Remarks   | Ref.                  |
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| 485       |                                 |                 |              |                   |   |                       |
| 486       | S.P.R.R. Co.                    |                 | 188          | 3/12/07           | For unexpired term of 1095 and subject to same. Rescinds paragraph 14 of 1095 | BF p 275              |
| 487       | S.P.R.R. Co.<br>" "             | 7147<br>7176    | 6669<br>6701 | 6/26/25<br>7/6/25 | Amended by 6701 of 7/6/25   | JP p 869<br>JP p 1019 |
| 488       |                                 |                 |              |                   |   |                       |
| 489       |                                 |                 |              |                   |   |                       |
| 490       |                                 |                 |              |                   |   |                       |
| 491       |                                 |                 |              |                   |   |                       |
| 492       |                                 |                 |              |                   |   |                       |
| 493       | S.P.R.R. Co.                    | 8092            | 7605         | 7/29/27           |   | JP p 1330             |
| 494       |                                 |                 |              |                   |   |                       |
| 495       | E.A.Reiser                      | 1310            | 1169         | 5/10/10           |   |                       |
| 496       | A.T. & S.F. Ry. Co.             | 578             | 499          | 7/6/08            |   | JP p 460<br>JP p 604  |
| 497       | A.T. & S.F. Ry. Co.<br>S.P. Co. | DPWorder        | 24.127       | 5/15/46           | Ordin. 270 expired  |                       |
| 498       | A.T. & S.F. Ry. Co.             | DPWorder        | 22071        | 3/21/45           |   |                       |
| 499       | " "                             | 1947            | 1824         | 3/12/12           |   | JP p 179              |
| 500       | " "                             | 2260            | 2031         | 9/25/12           |   | JP p 820              |



| Track No. | Grantee                             | Bill         | Granted by Ordin. | Date              | Remarks                                | Ref.                 |
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| 501       | Legallet Hellwig Tanning Co         | 3056<br>4234 | 2792<br>3905      | 6/10/14<br>9/9/16 |  | JP p 643<br>JP p 948 |
| 502       | A.T. & S.F. Ry. Co.                 | 6926         | 6455              | 12/23/24          |  | JP p 1515            |
| 503       | A.T. & S.F. Ry. Co.                 | 6660         | 6204              | 4/18/24           |  | JP p 387             |
| 504       | J.P.Holland                         | 2276         | 2059              | 10/21/12          |  | JP p 954             |
| 505       | U.S.Marine Corps                    | DPWOrder     | 18581             | 9/23/42           |  |                      |
| 506       | A.T. & S.F. Ry.Co.                  | DPWOrder     | 16882             | 10/31/41          |  | PW 207-585           |
| 507       |                                     | No record    |                   |                   |  |                      |
| 508       | Rosenberg Bros.                     | 5039         | 4680              | 8/29/18           |  | JP p 746             |
| 509       | Board of Harbor Comm.               | 4834         | 4486              | 2/5/18            |  | JP p 107             |
| 510       |                                     | No record    |                   |                   |  |                      |
| 511       | United Land Co.                     | 1899         | 1700              | 10/23/11          |  | JP p 864             |
| 512       |                                     |              |                   |                   |  |                      |
| 513       | Miller & Lux                        | 1558         | 1407              | 12/6/10           |  | JP p 1167            |
| 514       |                                     | No record    |                   |                   |  |                      |
| 515       |                                     |              |                   |                   |  |                      |
| 516       | Foster & Kleiser & S.F. Sulpher Co. | 7968         | 7483              | 4/8/27            | Repeals 7432. See also 6544 of 3/18/25 | JP p 558             |
| 517       | S.P.R.R. Co.                        | 7016         | 6544              | 3/13/25           | See 7483 of 4/8/27                     | JP p 339             |





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| 518       | S. P. R. R. Co       | DPWOrder 10706         | 6/7/39   |  | PW200-18   |
| 519       | S. P. R. R. Co       | 9367 8873              | 11/7/30  | Due to change in street now on private property  | JP p 2429  |
| 520       | General Brewing Co.  | 451 12.2012            | 11/10/33 |  | JP p 1863  |
| 521       | " "                  | 1143 12.2018           | 11/4/36  |  | JP p 1651  |
| 522       |                      |                        |          |  |            |
| 523       | General Brewing Corp | DPWOrder 17493         | 2/18/42  |  | PW 208-673 |
| 524       | Pacific Can Co.      | 8276 7786              | 11/3/27  | See 8787 of 6/24/30 & 12.2015 of 6/5/35  | JP p 2079  |
| 525       | " "                  | 728 12.2015            | 6/5/35   |  | JP p 698   |
| 526       | " "                  | 9280 8787              | 6/24/30  | See note on 7786 of 11/3/27  | JP p 1607  |
| 527       | " "                  | 8276 7786              | 11/3/27  | See 8787 of 6/24/30 & 12.2015 of 6/5/35  | JP p 2079  |
| 528       | S. P. R. R. Co.      | 7251 6774              | 9/12/25  | Sec. 2 Amended by 6986 " 2 " 8077 of 6/14/28 6986 repealed by 1744 of 8/12/42 Amended by 1744 of 8/12/42 | JP p 1286  |
| 529       | S. P. R. R. Co.      | 1828 1744              | 8/12/42  |  | JP p 1808  |
| 529       | S. P. R. R. Co.      | 6830 6362              | 10/6/24  | Part now on private prop.due to change in street   | JP p 1160  |
| 530       | Kortick Mfg. Co.     | 1857 1772              | 9/10/42  |  | JP p 1994  |



| Track No. | Grantee                      | Bill     | Granted by Ordin. | Date     | Remarks                         | Ref.       |
|-----------|------------------------------|----------|-------------------|----------|---------------------------------|------------|
| 531       | Premier Bed & Spring Co.     | 7129     | 6650              | 5/29/25  | Repeals 6361 of 10/6/24         | JP p 736   |
| 532       | S.P.Co.                      | 9367     | 8873              | 11/7/30  |                                 | 2429       |
| 533       | Pac. Elect. Mfg. Co.         | 7381     | 6901              | 12/23/25 |                                 | JP p 1736  |
|           |                              | 8483     | 7988              | 3/27/28  |                                 | JP p 504   |
| 534       | A.N.Devincenzi               | DPWOrder | 12205             | 1/17/40  | Rescinded by WO 12350 of 2/7/40 | PW 202-93  |
|           |                              | "        | 12350             | 2/7/40   |                                 | PW 202-249 |
| 535       | Pacific States Const.Co.     | 7917     | 7431              | 3/18/27  |                                 | JP p 365   |
| 536       | S.P.R.R. Co.                 | 9425     | 9014              | 6/24/31  |                                 | JP p 2236  |
| 537       | S.P.R.R. Co.                 | DPWOrder | 10496             | 5/3/39   |                                 | PW 199-775 |
| 538       | Stonetex Corp                | 8564     | 8072              | 6/5/28   |                                 | JP p 1075  |
| 539       | A. D. Schader                | DPWOrder | 21402             | 9/15/44  | Two tracks                      |            |
| 540       | A. D. Schader                | DPWOrder | 8265              | 5/8/33   |                                 |            |
| 541       | S.P.R.R. Co.                 | DPWOrder | 18020             | 6/3/42   | See 1703 of 7/13/42             | PW 209-328 |
| 542       | U.S.Navy Hunters Point Dist. | 1770     | 1703              | 7/15/42  |                                 | JP p 1634  |
| 543       | U.S. Naval Drydocks          | DPWOrder | 21890             | 2/2/45   |                                 |            |
| 544       | S.P.Co.                      | DPWOrder | 22752             | 8/22/45  |                                 |            |
| 545       |                              |          |                   |          |                                 |            |
| 546       | S.P.R.R. Co.                 | 7043     | 6588              | 4/27/25  |                                 | JP p 529   |
| 547       |                              |          |                   |          |                                 |            |
| 548       |                              |          |                   |          |                                 |            |



| Track<br>No. | Grantee | Granted by<br>Bill Ordin. | Date | Remarks      | Ref. |
|--------------|---------|---------------------------|------|--------------|------|
| 549          | S.P.Co. |                           |      | Prior rights |      |
| 550          |         |                           |      |              |      |
| 551          |         |                           |      |              |      |
| 552          |         |                           |      |              |      |



